PLANNING COMMISSION STAFF REPORT

Originator **Cary Teague** **Community Development Director**	Meeting Date **March 13, 2013**	Agenda # **VI.B**

INFORMATION/BACKGROUND

Project Description & Background

Hunt Associates is requesting redevelopment of three lots, 5109-5125 West 49th Street. (See property location on pages A1–A10.) The applicant is proposing to tear down the existing two apartments and single family home on the site (10 units total) and build a new 17-unit attached housing development. (See narrative and plans on pages A13–A45.) The subject properties total 1.43 acres in size; therefore, the proposed density of the project would be 12 units per acre.

The existing property is zoned PRD-2, Planned Residential District-2, which allows residential building containing six or fewer dwelling units. The existing apartments contain four and five units each. The applicant is seeking a rezoning of the property to PUD, Planned Unit Development. The site is guided LDAR, Low Density Attached Residential (4-8 units per acre), therefore, a Comprehensive Plan Amendment to MDR, Medium Density Residential would be required to allow a density of 5-12 units per acre. The applicant narrative indicates why they believe that a PUD rezoning is justified for this proposed development.

In order to obtain to approvals for the above mentioned project, the applicant must go through a two-step process.

The first step in the process is to obtain the following approvals:

1. A Comprehensive Plan Amendment from LDAR, Low Density Attached Residential (4-8 units per acre) to MDR, Medium Density Residential (5-12 units per acre). This requires a four-fifths vote of the City Council for approval.

2. Preliminary Rezoning from PRD-2, to PUD, Planned Unit Development; and

3. Preliminary Development Plan.

If the Comprehensive Plan Amendment, Preliminary Rezoning and Preliminary Development Plan are approved by the City Council, the following is required for the second step:

1. Final Development Plan and Final Rezoning to PUD.

2. Zoning Ordinance Amendment establishing the PUD.

The Planning Commission considered the following sketch plan proposals for this site:

- On March 28, 2012, the applicant presented a sketch plan for a six-story, sixty-foot tall, 98-unit senior housing building. The density proposed was 71 units per acre. (See minutes from the Planning Commission discussion on pages A53–A57.)

- On June 27, 2012, the applicant presented a sketch plan for a four-story, forty four-foot tall, 60-unit senior housing building. The density proposed was 43 units per acre. (See minutes from the Planning Commission discussion on pages A58–A61.)

The consensus of the Planning Commission for both of those proposals was that the development proposed was too much for the site.

The Planning Commission and City Council considered a sketch similar to the proposed project last fall. (See the sketch plans on pages A11–A12; and the minutes from those meetings on pages A46–A52.) The applicant has attempted to address the issues raised by the Planning Commission and City Council. Some of the changes include:

- Reducing the density from High Density Residential to Medium Density Residential by eliminating one unit.
- Reducing the height from four stories to three.

There was a lot of discussion by both the Planning Commission and City Council regarding the number of units on this site. While the general belief was that medium density may be appropriate for the site, however, many suggested a greater reduction in the number of units; and providing more open area or green space on the site. The applicant however, has indicated that they may not be able to make the project work financially by further reducing the number of units.

SUPPORTING INFORMATION

Surrounding Land Uses

Northerly:	Single- family homes; zoned R-1, Single Dwelling Unit District and guided low density residential.
Easterly:	Single- family homes; zoned R-1, Single Dwelling Unit District and guided low density residential.
Southerly:	Vernon Avenue.
Westerly:	Railroad tracks and the Holiday Gas Station; Zoned and guided for Commercial use.

Existing Site Features

The subject property is 1.43 acres in size, is relatively flat and contains a single-family home and two townhome buildings containing nine dwelling units between the two. (See pages A3–A6.)

Planning

Guide Plan designation:	LDAR, Low Density Attached Residential (4-8 units per acre)
Zoning:	PRD-2, Planned Residential District-2

Access/Site Circulation

Access to the site would be from 49th Street West on the north side of the site. This neighborhood is relatively isolated; there is only one roadway access point to the surrounding street system. That access is from Brookside Avenue, up to Interlachen Boulevard. (See page A2.) A public pedestrian connection would be made from the sidewalk on 49th Street through the site on the west lot line to Vernon Avenue, which would provide a Pedestrian Connection from this neighborhood to the GrandView area. (See pages A34-A35.)

Traffic Study

Wenck and Associates conducted a traffic study, which concludes that the surrounding roadways could support the additional seven units that are proposed to be added, and no improvements are needed at adjacent intersections to accommodate the proposed project. (See the attached study dated February 4, 2012 on pages A62-A96.)

Landscaping

Based on the perimeter of the site, the applicant is required to have 25 over story trees and a full complement of under story shrubs. The applicant is proposing 61 over story trees. They would include a mixture of Maple, Juniper, Spruce, Oak and Linden. (See pages A34–A35.) A full complement of understory landscaping is proposed around the buildings. Final Landscaping would be more closely reviewed with the Final Development Plan.

Grading/Drainage/Utilities

The city engineer has reviewed the proposed plans and found them to be generally acceptable subject to the comments and conditions outlined on the attached page A97. A Developer's Agreement would be required for the construction of the proposed sidewalks, utilities and any other public improvements. Any approvals of this project would be subject to review and approval of the Minnehaha Creek Watershed District, as they are the City's review authority over the grading of the site. A more detailed review would be done at Final Development Plan.

Building/Building Material

The applicant is proposing the townhomes to be made of painted fiber cement, architectural cast stone and stained wood panels. (See pages A26–A30.) The buildings would have flat roofs with patios on the top that would contain a rectangular deck.

Density

The proposal is to develop 17 units on this 1.43 acre parcel. The proposed density would be 12 units per acre would be on the high end of the medium density residential range. However, there are already 10 units on this site, which is located on a minor arterial roadway (Vernon Avenue). Higher densities are often located on arterial roadways. Medium Density residential is often used to buffer low density residential development from commercial areas or major roadways. The proposed land use arrangement would accomplish that.

Preliminary Plat

The applicant is also requesting a Preliminary Plat to create separate lots for each of the proposed units. (See the plat on pages A31-A32.)

Park Dedication

Per Minnesota State Statute 462.353, Subd. 4(a) and Section 810.13 of the City Code, the applicant is required to dedicate land for public use as parks, playgrounds, recreation facilities, trails, or public open space.

Per Section 810.13. Subd. 5 of the City Code, the fees in lieu of land dedication is $5,000 per dwelling unit. The development would create 7 new dwelling units; therefore $35,000 would be required for park dedication at the time of release of the final plat.

The fee would be paid prior to the City's release of the signed final plat mylars or subdivision approval for recording with Hennepin County.

Future Project Expansion

The proposed plans have been designed so that the proposed project could be extended to east. The internal driveway could be extended if needed. (See page A35.)

Planned Unit Development (PUD)

Per Section 850.04. Subd. 4 D provides the following regulations for a PUD:

1. ***Purpose and Intent. The purpose of the PUD District is to provide comprehensive procedures and standards intended to allow more creativity and flexibility in site plan design than would be possible under a conventional zoning district. The decision to zone property to PUD is a public policy decision for the City Council to make in its legislative capacity. The purpose and intent of a PUD is to include most or all of the following:***

    a. ***provide for the establishment of PUD (planned unit development) zoning districts in appropriate settings and situations to create or maintain a development pattern that is consistent with the City's Comprehensive Plan;***

    b. ***promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;***

    c. ***provide for variations to the strict application of the land use regulations in order to improve site design and operation, while at the same time incorporate design elements that***

exceed the City's standards to offset the effect of any variations. Desired design elements may include: sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, stormwater management, pedestrian oriented design, and podium height at a street or transition to residential neighborhoods, parks or other sensitive uses;

d. ensure high quality of design and design compatible with surrounding land uses, including both existing and planned;

e. maintain or improve the efficiency of public streets and utilities;

f. preserve and enhance site characteristics including natural features, wetland protection, trees, open space, scenic views, and screening;

g. allow for mixing of land uses within a development;

h. encourage a variety of housing types including affordable housing; and

i. ensure the establishment of appropriate transitions between differing land uses.

The proposal would meet the purpose and intent of the PUD, as most of the above criteria would be met.

The proposal would create a more efficient and creative use of the property. Currently the site does not engage Vernon Avenue. Today it is clearly the back of the site, and contains mature trees. The proposed site plan turns and faces Vernon Avenue with a row of two-story townhomes. (See pages A28-A29.) The plan also provides for a public sidewalk through the site from 49th to Vernon, that would connect, not only this development, but the entire area to the north to the GrandView District. Extensive landscaping is proposed around the perimeter of the site and adjacent to the proposed townhomes. The number of over story trees is over double the number required by City Code. The mature trees along Vernon Avenue would be preserved.

The transition of land uses is appropriate. Higher densities are often located on arterial roadways. Medium Density residential is often used to buffer low density residential development from commercial areas or major roadways. The proposed land use arrangement with the proposed development on Vernon Avenue, would buffer the low density residential

area to the north from Vernon Avenue and the Commercial development to the south. Proposed parking areas and garages are internal to the site, and would not be not visible from 49th street or Vernon Avenue.

2. Applicability/Criteria

a. Uses. All permitted uses, permitted accessory uses, conditional uses, and uses allowed by administrative permit contained in the various zoning districts defined in Section 850 of this Title shall be treated as potentially allowable uses within a PUD district, provided they would be allowable on the site under the Comprehensive Plan. Property currently zoned R-1, R-2 and PRD-1 shall not be eligible for a PUD.

The proposed use, townhomes containing six or fewer uses, is a permitted use in the existing zoning PRD-2 Zoning District.

b. Eligibility Standards. To be eligible for a PUD district, all development should be in compliance with the following:

i. where the site of a proposed PUD is designated for more than one (1) land use in the Comprehensive Plan, the City may require that the PUD include all the land uses so designated or such combination of the designated uses as the City Council shall deem appropriate to achieve the purposes of this ordinance and the Comprehensive Plan;

The site is guided in the Comprehensive Plan for "Low Density Attached Residential - LDAR," which allows 4-8 units per acre. The proposed plan would require a Comprehensive Plan Amendment to allow a density of 5-12 units per acre. Under the current zoning, a maximum of 11 units would be allowed on the site; 10 exist today. The proposal for a Comprehensive Plan Amendment would allow six additional units on the site.

ii. any PUD which involves a single land use type or housing type may be permitted provided that it is otherwise consistent with the objectives of this ordinance and the Comprehensive Plan;

This project would be for a single land use; however, as stated above is consistent with some of the objectives of the PUD Ordinance.

iii. permitted densities may be specifically stated in the appropriate planned development designation and shall

be in general conformance with the Comprehensive Plan; and

The proposed density requires an amendment to the Comprehensive Plan. If the Plan is amended it would allow a maximum of 17 units on this site, as it is on the high end of the density range for medium density development.

iv. the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered presumptively appropriate, but may be departed from to accomplish the purpose and intent described in #1 above.

The following page shows a compliance table demonstrating how the proposed new building would comply with the underlying PRD-2 Zoning Ordinance Standards. Should the City decide to rezone this site to PUD, the proposed setbacks, height of the building and number of parking stalls would become the standards for the lots. Please note that a few City Standards are not met under conventional zoning. However, by relaxing these standards, the purpose and intent, as described in #1 above would be met.

The site layout would be improved by engaging Vernon Avenue and providing a public pedestrian connection to Vernon Avenue and the GrandView District.

The design of the buildings would be of painted fiber cement, architectural cast stone and stained wood panels (See pages A26–A30.)

Compliance Table

	City Standard (PRD-2)	Proposed
Front – 49th Street Front – Vernon Side – East Side – West	30 feet 30 feet 30 feet 30 feet	***25 feet**** ***16 feet**** ***15 feet**** ***20 feet****
Building Height	2-1/2 stories or 30 feet, whichever is less	2 stories ***& 32 feet***
Building Coverage	25%	***25.5%****
Density	8 units per acre (11 units)	***12 units per acre* (17 units)***
Parking Stalls	2 enclosed spaces per unit	2 enclosed spaces per unit

****Variances would be required Under the PRD-2 Regulations***

PRIMARY ISSUES/STAFF RECOMMENDATION

Primary Issues

- **Is Medium Density development reasonable for this site?**

Yes. Staff believes the proposed density is reasonable for the following reasons:

1. The transition of land uses is appropriate. The townhome proposal would provide a nice transition of land uses between the single-family homes to the north, to Vernon Avenue and the GrandView commercial district to the south. The proposed townhome development would serve as a buffer; with a row of six townhomes facing 49th Street.

2. The proposal would be a vast improvement over the current two existing apartment buildings and single-family home on the site.

3. Parking areas and garages are internal to the site, and not visible from 49th street or Vernon Avenue.

4. The proposed two/three story buildings are generally consistent with existing height in the area.

5. The proposed project would meet the following goals and policies of the Comprehensive Plan:

   a. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.

   b. Locate and orient buildings to fit with their existing and/or planned context by framing and complementing adjacent streets, parks and open spaces.

   c. Locate and orient vehicle parking, vehicular access, service areas and utilities to minimize their visual impact on the property and on adjacent/surrounding properties, without compromising the safety and attractiveness of adjacent streets, parks, and open spaces.

   d. Regulate scale, massing, and height to provide complementary transitions to adjacent sites and nearby neighborhoods and areas.

   e. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

6. The existing roadways would support the project. Wenck and Associates conducted a traffic impact study, and concluded that the proposed development could be supported by the existing roads. (See pages A62–A96.)

- **Is the PUD Zoning District appropriate for the site?**

  Yes. Staff believes that the PUD is appropriate for the site. As highlighted above on pages 5-8, the proposal meets the City's criteria for PUD zoning. In summary the PUD zoning would:

  1. Create a more efficient and creative use of the property. Currently the site does not engage Vernon Avenue. Today Vernon is clearly the back of the site, and contains mature trees. The proposed site plan turns and faces Vernon Avenue with a row of two-story townhomes. (See pages A26-A27.)

  2. Provide internal parking. Parking areas and garages are internal to the site, and not visible from 49th street or Vernon Avenue.

  3. Enhance pedestrian connections. The plan provides for a public sidewalk through the site from 49th to Vernon, that would connect, not only this development, but the entire area to the north to the GrandView District.

4. Enhance landscaping. Extensive landscaping is proposed around the perimeter of the site and adjacent to the proposed townhomes. The number of over story trees is over double the number required by City Code. The mature trees along Vernon Avenue would be preserved.

5. Ensure that the buildings proposed would be the only building built on the site, unless an amendment to the PUD is approved by City Council.

Staff Recommendation

Comprehensive Plan Amendment

Recommend that the City Council approve the request for a Comprehensive Plan Amendment from LDAR, Low Density Attached Residential (4-8 units per acre) to MDR, Medium Density Residential (5-12 units per acre) for the subject property.

Approval is subject to the following findings:

1. The subject property is a transition area, and serves as a buffer from single-family homes to the north to Vernon Avenue and the GrandView Commercial area to the south.

2. The proposal would be an improvement over the current two existing apartment buildings and single-family home (10 units) on the site. Seven townhomes would face 49th Street and eight townhomes would face Vernon Avenue with the garages and drive aisle internal to the site.

3. The proposed two/three story buildings are generally consistent with existing height in the area.

4. The existing roadways would support the project. Wenck and Associates conducted a traffic impact study, and concluded that the proposed development could be supported by the existing roads.

5. The proposed project would meet the following goals and policies of the Comprehensive Plan:

    a. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car.

    b. Locate and orient buildings to fit with their existing and/or planned context by framing and complementing adjacent streets, parks and open spaces.

c. Locate and orient vehicle parking, vehicular access, service areas and utilities to minimize their visual impact on the property and on adjacent/surrounding properties, without compromising the safety and attractiveness of adjacent streets, parks, and open spaces.

d. Regulate scale, massing, and height to provide complementary transitions to adjacent sites and nearby neighborhoods and areas.

e. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

Preliminary Rezoning to PUD & Preliminary Development Plan

Recommend that the City Council approve the Preliminary Rezoning from PRD-2, Planned Residential District to PUD, Planned Unit Development District and Preliminary Development Plan to build 17 new townhomes on the subject 1.43 acre parcel.

Approval is subject to the following findings:

1. The proposal would create a more efficient and creative use of the property. Currently the site does not engage Vernon Avenue. Today it is clearly the back of the site, and contains mature trees. The proposed site plan turns and faces Vernon Avenue with a row of two-story townhomes.

2. Parking areas and garages are internal to the site, and not visible from 49th street or Vernon Avenue.

3. The project would enhance pedestrian connections. The plan provides for a public sidewalk through the site from 49th to Vernon, that would connect, not only this development, but the entire area to the north to the GrandView District.

4. Landscaping would be enhanced. Extensive Landscaping is proposed around the perimeter of the site and adjacent to the proposed townhomes. The number of over story trees is over double the number required by City Code. The mature trees along Vernon Avenue would be preserved.

Approval is subject to the following Conditions:

1. The Final Development Plans must be generally consistent with the Preliminary Development Plans dated February 13, 2013.

2. The Final Landscape Plan must meet all minimum landscaping requirements per Section 850.04 of the Zoning Ordinance.

3. Compliance with all of the conditions outlined in the city engineer's memo dated March 7, 2013.

4. Final Rezoning is subject to a Zoning Ordinance Amendment creating the PUD, Planned Unit Development for this site.

Subdivision – Preliminary Plat

Recommend that the City Council approve the Preliminary Plat to create a new 17-lot townhome plat for the subject property.

Approval is subject to the following findings:

1. The proposed plat meets all Zoning and Subdivision Ordinance requirements.

Approval is subject to the following conditions:

1. Approval of the Final Rezoning of the subject property to Planned Unit Development, PUD.

2. The Final Plat must be considered within one-year after approval of the Preliminary Plat, or the Preliminary Plat shall be deemed null and void.

3. A shared parking and access agreement must be established across the Plat.

4. The Park Dedication fee of $35,000 shall be paid prior to release of the mylars approving the Final Plat.

Deadline for a city decision: June 4, 2013

City of Edina

PID: 2811721310040

5115 49th St W
Edina, MN 55436

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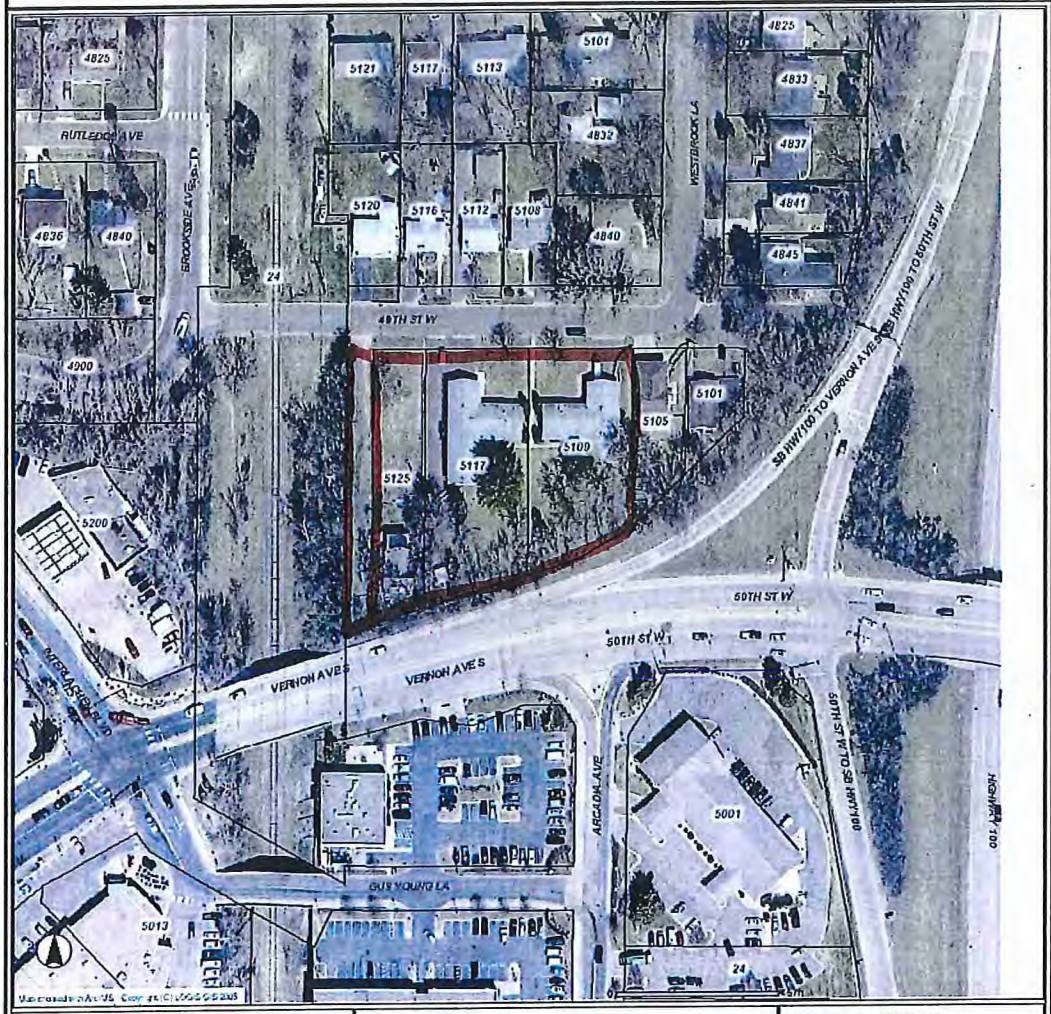
City of Edina



Legend
- House Number Labels
- Street Name Labels
- City Limits
- Creeks
- Lake Names
- Lakes
- Parks
- Parcels
- 2009 Aerial Photo

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5115 49th St W
Edina, MN 55436

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City of Edina

Legend
- House Number Labels
- Street Name Labels
- City Limits
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- 2009 Aerial Photo

PID: 2811721310040

5115 49th St W
Edina, MN 55436

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City of Edina

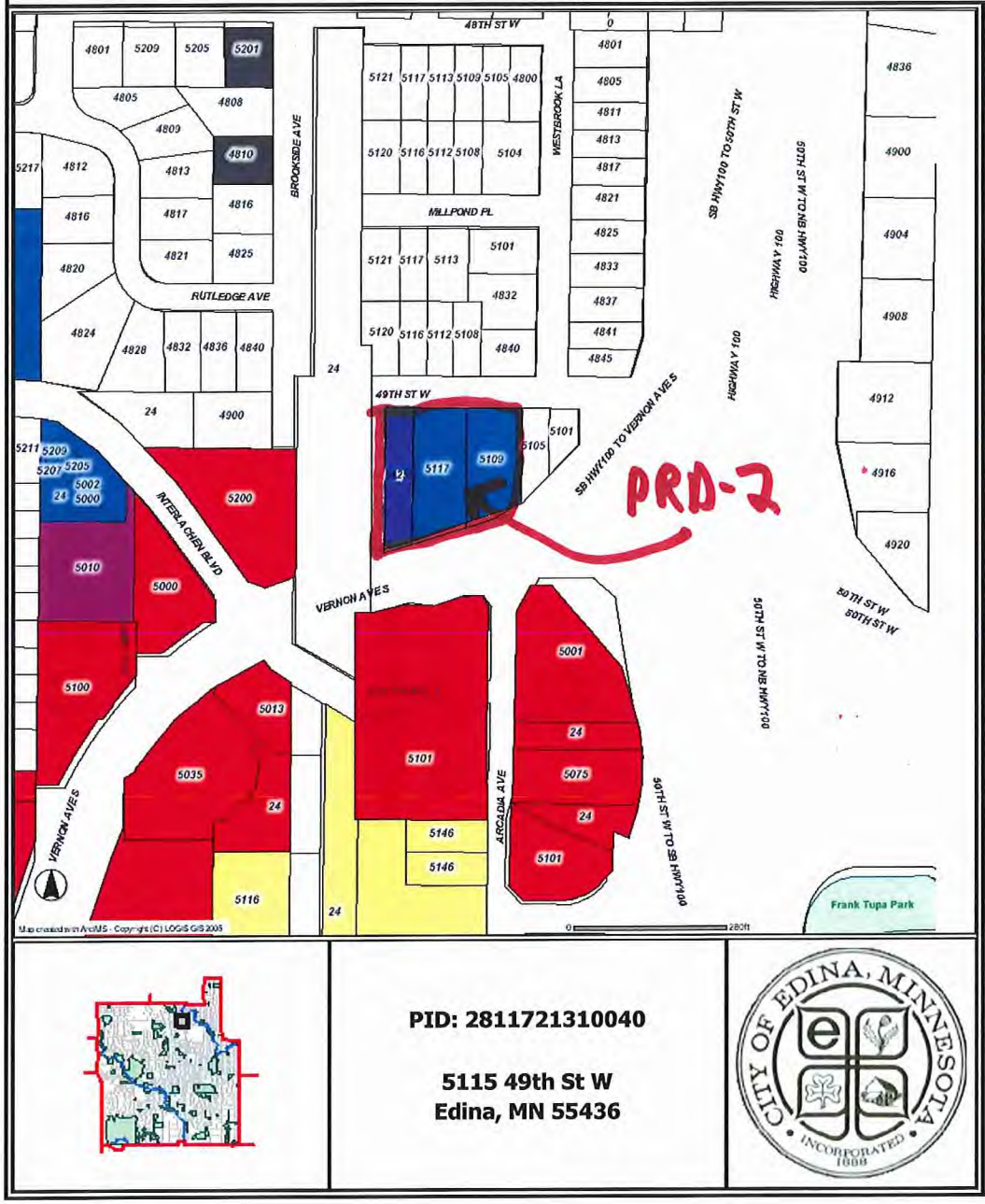

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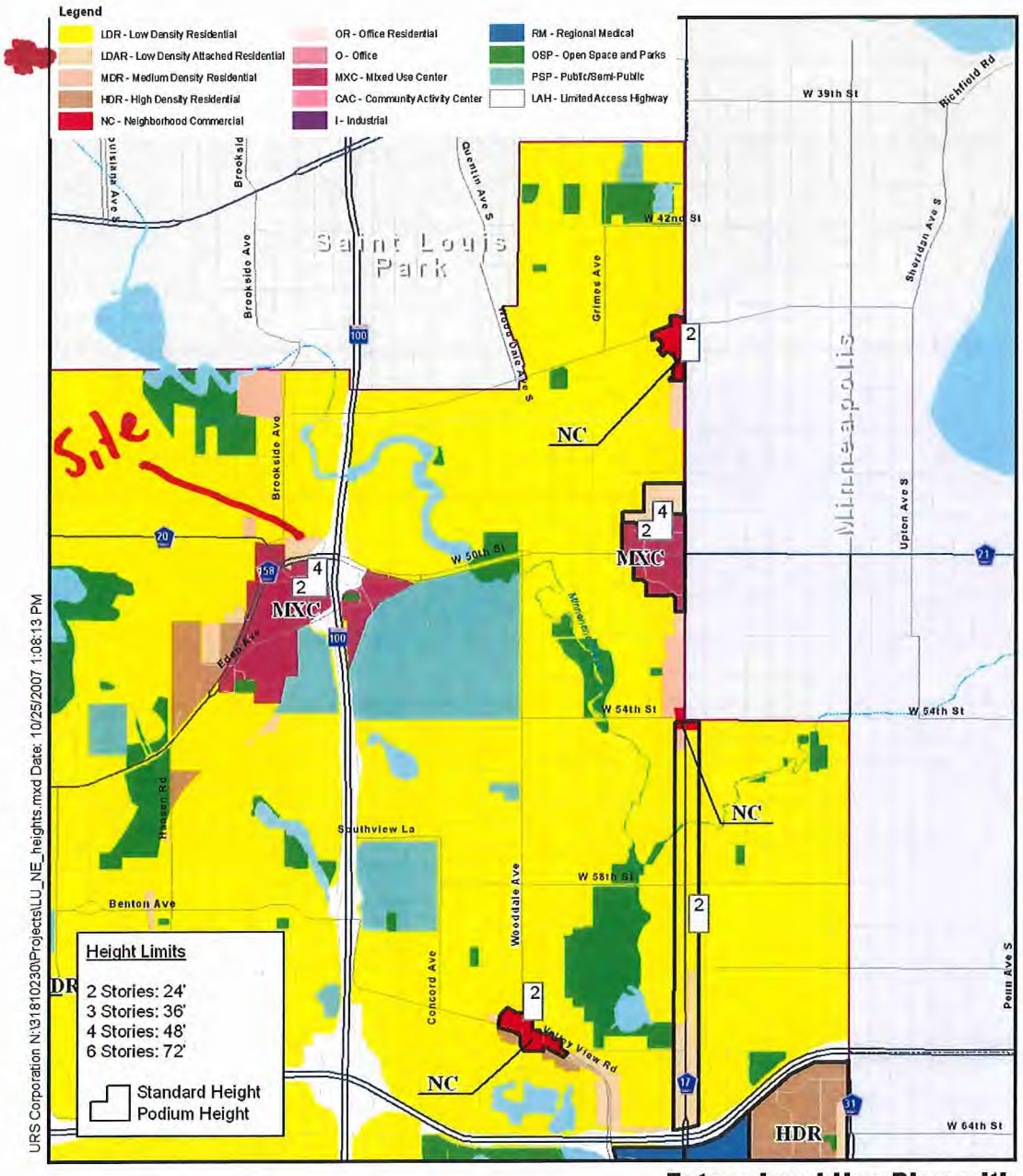
Table 4.3. Future Land Use Categories

Residential Categories	Description, Land Uses	Development Guidelines	Density Range
LDR Low Density Residential	Applies to largely single-family residential neighborhoods, encompassing a variety of lot sizes and street patterns (see "Character Districts" for more detail). Typically includes small institutional uses such as schools, churches, neighborhood parks, etc.	Massing standards (under development) and impervious coverage limitations would apply to ensure compatibility of infill construction.	**1 - 5 units/acre** Floor to Area Ratio: per current Zoning Code*
LDA Low-Density Attached Residential	Applies to two-family and attached dwellings of low densities and moderate heights. This category recognizes the historical role of these housing types as transitional districts between single-family residential areas and major thoroughfares or commercial districts. May include single-family detached dwellings.	Introduction of more contemporary housing types, such as low-density townhouses, may be an appropriate replacement for two-family dwellings in some locations, provided that adequate transitions to and buffering of adjacent dwellings can be achieved.	**4 - 8 units/acre** Floor to Area Ratio: per current Zoning Code*
MDR Medium-Density Residential	Applies to attached housing (townhouses, quads, etc.) and multi-family complexes of moderate density. May also include small institutional uses, parks and open space	In new development or redevelopment, improve integration of multi-family housing into an interconnected street network and work to create an attractive, pedestrian-friendly street edge.	**5 - 12 units/acre** Floor to Area Ratio: per current Zoning Code*
HDR High-Density Residential	Existing "high-rise" and other concentrated multi-family residential, some of which may contain a mixed use component. May also include limited office, service or institutional uses primarily to serve residents' needs, parks and open space	Provide incentives for updating older multifamily buildings. Work to create an attractive, pedestrian-friendly street edge and provide convenient access to transit, schools, parks, and other community destinations.	**12 - 30 units/acre** Floor to Area Ratio: per current Zoning Code*



Future Land Use Plan with Building Heights
Northeast Quadrant
Figure 4.6A

City of Edina
2008 Comprehensive Plan Update

Data Source: URS

0 0.5 Miles

Vernon Avenue [redacted] Residences

Illustrative Master Plan

Supporting Policies - GrandView Height SAP

GUIDING PRINCIPLES
- Turn perceived barriers into opportunities. Consider layering development over supporting infrastructure and taking advantage of the natural topography of the area
- Design for the present and the future by pursuing logical increments of change using key parcels as stepping stones to a more vibrant, walkable, functional, attractive, and life-filled place
- Create an identity and unique sense of place that incorporates natural spaces into a high quality and sustainable development reflecting Edina's innovative development heritage

LAND USE GOALS
- Recognize the need for a range of housing types and choices and address those markets that also reinforce the district vision
- Address needs of underserved populations (teens, singles, *seniors*, etc)

PUBLIC REALM GOALS
Plan for a safe, comfortable pedestrian environment that links public and private destinations north-south (neighborhoods, library, businesses) and east-west (neighborhoods, businesses, commons, city hall)

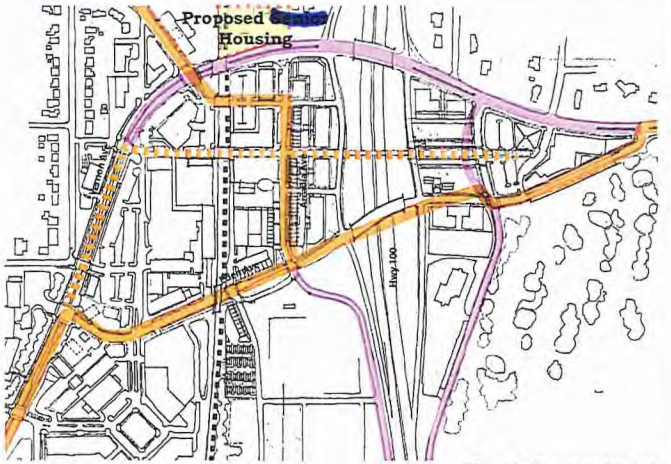
TRANSPORTATION GOALS
- Create a more bike and pedestrian environment by applying Complete Streets and Living Streets principles to *Vernon*, Eden and the local street network
- Create an improved circulation and access network between public streets/parcels and private development/destination
- Complete the pedestrian/bike system...make bikes and pedestrians a priority and allow for a safe crossing over Highway 100
- Reserve the CP Rail corridor for future, possible public transit and non-motorized movement/connection in the district

SUSTAINABILITY
- City Council Living Streets policy - Recommendation of the Edina Transportation Commission (ETC) to establish a comprehensive Living Streets Policy that integrated all modes of transportation and addressed issues such as: traffic calming, stormwater management, promoting active living, community feel, improving walking and biking, and enhancing urban forests.

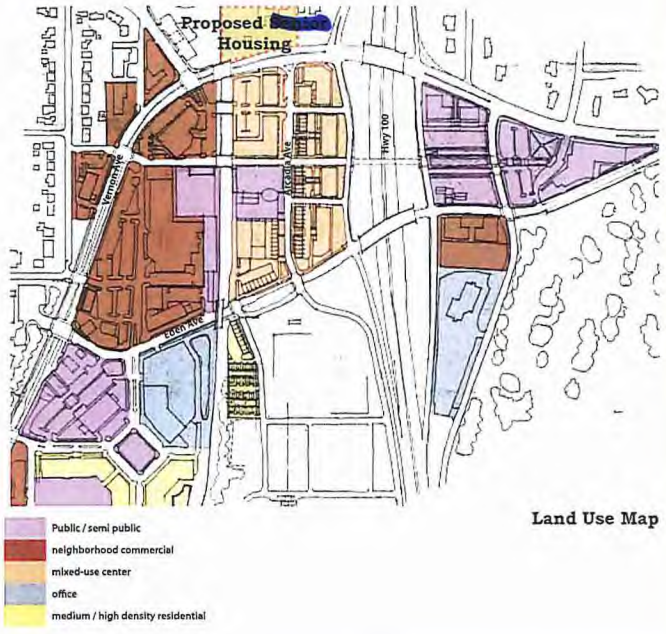
IMPLEMENTATION
YEARS 1-5
- CP Rail bike path from Eden to Brookside

YEARS 5-10
- Vernon Living Streets/streetscape/3 lane section
- Dedicate right turn from Vernon to Interlachen
- Vernon as primary bike route to GrandV Crossing

YEARS 10+
- Hwy 100 pedestrian/bike bridge



Bicycle Improvements



Land Use Map

BKV GROUP

Small Area Plan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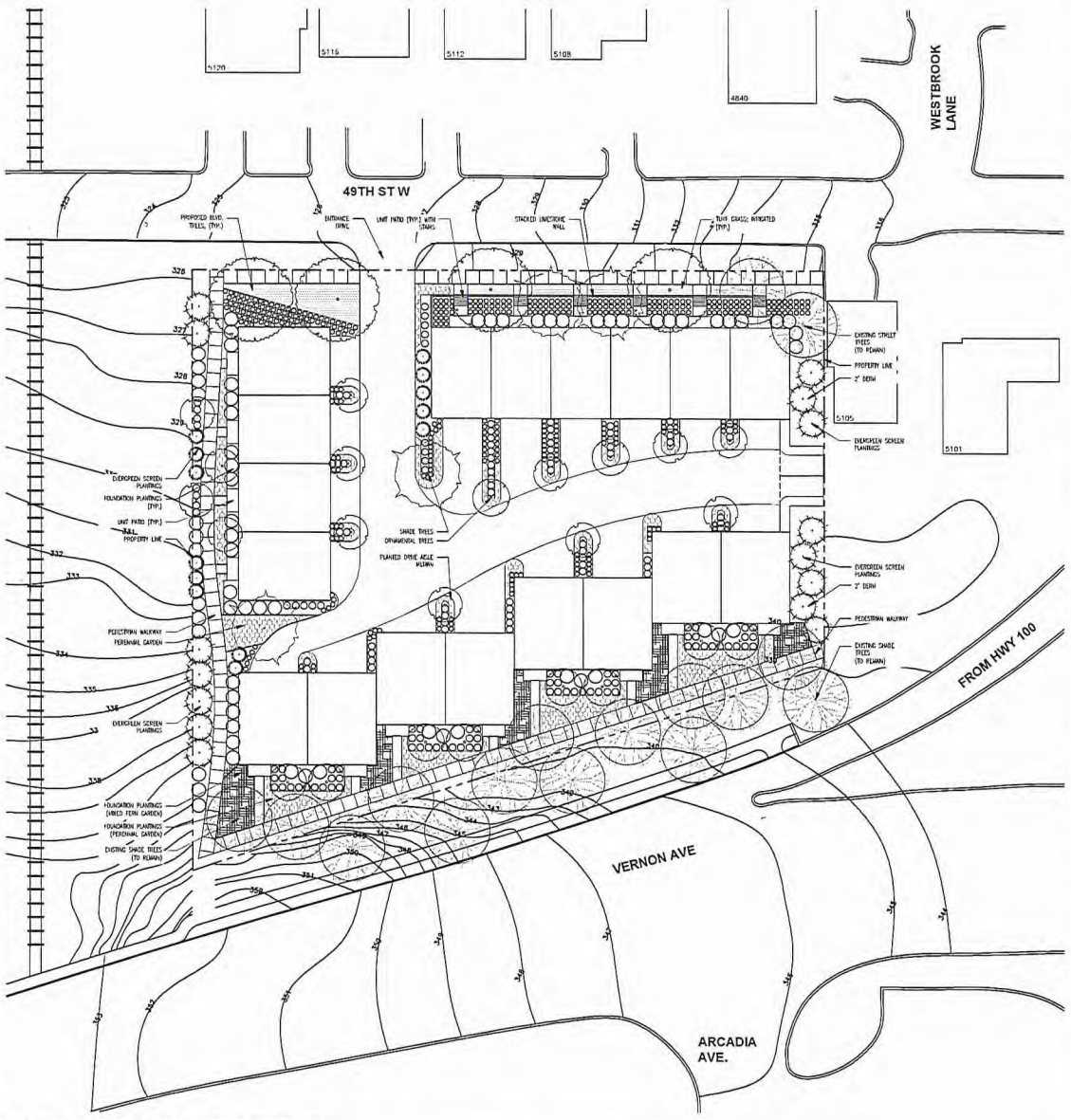

1 VERNON AVENUE SENIOR HOUSING SKETCH PLAN
L010 1" = 20'

0 10' 20' 40'

PROJECT SUMMARY	FLOOR										TOTAL
	LL	1ST FLOOR	2ND FLOOR								
BUILDING FOOTPRINT		20,640									20,640 SF
FLOOR AREA											
DWELLING UNITS		18									18 UNITS
PARKING(IN-UNIT)		36									36 STALLS (DOUBLE GARAGE)
PERVIOUS/ IMPERVIOUS	39,300 SF										52% PERVIOUS
LOT SIZE	59,940 SF										59,940 sf or 1.38 acres
UNIT DENSITY	18 units/ 1.38 acres										13 units per acre
FLOOR AREA RATIO	99,751 sf / 59,940 sf										1.66

A12

BKV GROUP

Architecture
Interior Design
Landscape Architecture
Engineering

Boarman Kroos Vogel Group Inc.

222 North Second Street
Minneapolis MN 55401
Telephone: 612-339-3752
Facsimile: 612-339-6212
www.bkvgroup.com

Vernon Avenue Senior Housing

CERTIFICATION

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Landscape Architect under the laws of the State of Minnesota.

[PRINTED LA'S NAME] Date

#XXXXX (LICENSE NUMBER)
License Number

REVISIONS	No.	DATE
DATE		10-15-12
DRAWN BY		JCB
CHECKED BY		DMM
COMMISSION NO.		187401

SKETCH PLAN

L010

PLOTTED: 10/5/2012 3:29:19 PM

APPLICANT NARRATIVE

MEMORANDUM

BKV GROUP

Architecture
Interior Design
Landscape Architecture
Engineering

Boarman
Kroos
Vogel
Group
Inc.

222 North Second Street
Minneapolis, MN 55401
Telephone: 612.339.3752
Facsimile: 612.339.6212
www.bkvgroup.com
EOE

PROJECT: Vernon Avenue Housing

TO: Cary Teague

FROM: David Motzenbecker

CLIENT / FIRM NAME: Edina Fifty Five, LLC **COMM. NO.:** 1874.01

DATE: 02.13.13

RE: Narrative for Vernon Avenue Housing Development Land Use Applications

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After much thought and market study, the Vernon Avenue Housing development has been reconfigured to be a 17-unit townhome development. The units will be 3 levels and 30' high, each with their own tuck-under 2- or 3-car garage. They will range in gross floor area from 3120 to 3600 square feet. The development is located on three parcels of land adjacent to the Vernon Avenue exit ramp from Hwy. 100 southbound. The parcels are between Vernon Avenue on the south and 49th Street on the north.

The development is envisioned to meet the demands of empty-nesters and those who want to stay in Edina and downsize their homes. However, life-cycle housing is currently in short supply. We see this development ensuring a high quality of design that is compatible with the surrounding neighborhood, as well as fitting in nicely with the current GrandView Heights Small Area Plan and many of its suggestions.

Taking the Planning Commission's and Staff's previous comments into consideration, we've reduced the density and scale to something we feel better fits within the neighborhood context. Seventeen units currently equates to approximately 12.14 units/acre. The building has been reduced in height from the previous scheme from 4 stories to 3 stories, fitting within the zoning requirements for height.

Adding a townhome development at this location is appropriate and will bring public value to the city and neighborhood. The creation of life-cycle housing with a high-level of amenities is an excellent public value. With its location near Hwy. 100, the development allows easy vehicular access for those who have cars. We believe that by locating the development here that we are eliminating additional traffic that will filter into the heart of the neighborhood

One of the key elements of our site plan is how we are connecting the development to greater Edina. We are still planning to add a public walkway to our site that connects 49th Street and the neighborhood beyond directly to Vernon Avenue. This access route works directly into the small area plan route suggestions of bicycle and pedestrian paths. We also anticipate improving the sidewalk and boulevard along Vernon, helping to create a better connection to the east. We envision this as a catalyst towards beginning the "complete streets" transformation of Vernon as outlined in the small area plan.

One of our sustainability goals is to retain as much of the mature vegetation and trees as possible, ensuring the development has a good vegetative buffer from the surrounding traffic. This also benefits the developments heating and cooling costs, as the trees will help keep the building cooler during the summer months, and when the leaves drop, allow the sun to warm the building during winter.

The parcels - 5109, 5117, and 5125 49th Street W – are 60,850 square feet (1.4 acres) in size and zoned PRD-2. The current zoning allows 2.5 stories/30' and 6 units. The current zoning requires 7300 s.f./unit. Due to our proposed number of units, we are anticipating a need to up-zone these parcels to a PUD zoning classification.

In conclusion, we anticipate the following land use applications:

1. Rezoning from PRD-2 to PUD
2. Comprehensive Plan Amendment
3. Preliminary Development Plan Application

We ask for your support and recommendations of approval for this submittal.

BKV
GROUP

Architecture
Interior Design
Landscape Architecture
Engineering

Boarman
Kroos
Vogel
Group
Inc.

222 North Second Street
Minneapolis, MN 55401
Telephone: 612.339.3752
Facsimile: 612.339.6212
www.bkvgroup.com
EOE

MEMORANDUM

PROJECT: Vernon Avenue Housing

TO: Cary Teague

FROM: David Motzenbecker

CLIENT / FIRM NAME: Hunt Associates **COMM. NO.:** 1874.01

DATE: 03.04.13

RE: Narrative for Vernon Avenue Housing Development – PUD Addendum

---

Please see the attached addendum language outlining in more detail our reasoning for why a PUD is the appropriate zoning for this project. We have provided examples from both the PUD guidelines and the overarching goals, principles and policies of the 2008 Edina Comprehensive Plan that support the proposed development..

Planned Unit Development (PUD)

Per Section 850.04. Subd. 4 D provides the following regulations for a PUD:

1. **Purpose and Intent. The purpose of the PUD District is to provide comprehensive procedures and standards intended to allow more creativity and flexibility in site plan design than would be possible under a conventional zoning district. The decision to zone property to PUD is a public policy decision for the City Council to make in its legislative capacity. The purpose and intent of a PUD is to include most or all of the following:**

   a. **provide for the establishment of PUD (planned unit development) zoning districts in appropriate settings and situations to *create or maintain a development pattern that is consistent with the City's Comprehensive Plan*;**

Townhomes and duplexes are *"the most common building types in Edina. They tend to be clustered close to highway or major road corridors, while duplexes are often found in narrow strips along major thoroughfares such as Vernon or France Avenues as a kind of buffer for adjacent single-family detached housing."* (2008 Comp Plan, Ch. 4, Pg.3)

This development fits best within a PUD zoning district. The setting is appropriate for medium-density residential, as it is immediately adjacent to the Hwy. 100 off-

ramp and Vernon Avenue; as well across from the proposed Grandview Heights redevelopment planned for south of Vernon, which will add density and activity to the area. The proposed townhomes will help to buffer the single family homes north across 49th from the traffic on adjacent streets and activity to the south. In these ways the proposed development is consistent with the City's Comprehensive Plan.

The proposed development also supports the following **Land Use Goals** found in the Comp Plan (2008 Comp Plan, Ch. 4, Pg. 21-22):
2. Preserve and maintain housing that serves a range of age groups and economic situations. This development offers options for downsizing and compact living that is immediately adjacent to 4 transit routes with 30 minute headways; proposed retail and commercial development; and ease of access to the road network.

4. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character. The proposed architecture and style of townhome complements the character of the area, creating a high-quality transition and buffer from a busy street network to a residential neighborhood.

7. Increase pedestrian and bicycling opportunities and connections between neighborhoods, and with other communities, to improve transportation infrastructure and reduce dependence on the car. This location encourages walking and biking – residing immediately adjacent to a proposed regional trail, as well as creating a pedestrian and bicycle path to connect the greater neighborhood north of 49th to Vernon Ave and all points east, west, and south from there.

Per Edina's Bicycle Transportation Plan, the proposed development is located dead center at the intersection of:
a) a primary bike route – 50th Street,
b) a secondary bike route – proposed to weave between Vernon and Interlachen and across 100 at what appears to be 49th Street,
c) what is called out in the plan as a major destination – Vernon, Hwy. 100, and Grandview,
d) the proposed regional Canadian Pacific Trail that is envisioned as a major bike commuter trail with connections to the Cedar Lake Trail to the north.

The location of this connection is also immediately adjacent to 3 transit stops which serve 4 bus routes with 30 minute headways which connect residents to the greater metro area.

8. Ensure that the public realm corridor design is contextual, respectful of adjacent neighborhood character, supportive of adjacent commercial and/or mixed use development, promotes community identity and orientation, and creates the highest quality experience for pedestrians, cyclists, and transit users. The enhancement of the public realm along Vernon provides individual unit access to the pedestrian realm, adjacent transit, and commercial. Landscaping will be enhanced along the length of the property adjacent to Vernon and 49th. Adding this access and vegetation will be a substantial enhancement over the current pedestrian environment.

9. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development. General sustainability principles for building and site will be applied. There is the possibility of the existing buildings being relocated, which would be very sustainable. Should demolition be the result, many of the building materials will be recycled. Low VOC paints, Energy Star appliances, and high-efficiency HVAC will all be standard. Sustainable and long-lasting building materials such as stone, brick, and cement board with recycled content will be incorporated into the design. Skylights will add additional daylighting to the units, reducing energy consumption.
Tree plantings and species were chosen to enhance solar gain in the winter and cooling in summer, again reducing energy consumption. Stormwater infiltration and a variety of native plants continue the sustainability trend.

The proposed development also supports following the **Land Use Policies** found in the Comp Plan (2008 Comp Plan, Ch. 4, Pg. 34):
1. The City will endeavor to accommodate private redevelopment in the Greater Southdale area, Grandview Heights and the West 77th St. corridor. This is a key location for redevelopment immediately adjacent to the Grandview Heights locale. We are proposing to build 17 units of residential housing (a net increase of only 7 units over the existing development) on the edge of a walkable, soon-to-be enhanced small area plan location within this corner of Edina.

5. In reviewing development proposals, the City will examine how land use and transportation are integrated to ensure that new development and redevelopment expands non-motorized travel options. The location of this connection is immediately adjacent to 3 transit stops which serve 4 bus routes that have 30 min. headways, which in turn connect residents to the greater metro area. Per Edina's Bicycle Transportation Plan, the proposed development is located dead center at the intersection of:
a) a primary bike route – 50th Street,
b) a secondary bike route – proposed to weave between Vernon and Interlachen and across 100 at what appears to be 49th Street,
c) what is called out in the plan as a major destination – Vernon, Hwy. 100, and Grandview,

d) the proposed regional Canadian Pacific Trail that is envisioned as a major bike commuter trail with connections to the Cedar Lake Trail to the north.

8. The City will grow and develop in a sustainable manner that will protect its high quality natural environment, promote energy efficiency and conservation of natural resources, and minimize the impacts of buildings on the environment over the lifetime of each building.
General sustainability principles for building and site will be applied. There is the possibility of the existing buildings being relocated, which would be very sustainable. Should demolition be the result, many of the building materials will be recycled. Low VOC paints, Energy Star appliances, and high-efficiency HVAC will all be standard. Sustainable and long-lasting building materials such as stone, brick, and cement board with recycled content will be incorporated into the design. Skylights will add additional daylighting to the units, reducing energy consumption. Tree plantings and species were chosen to enhance solar gain in the winter and cooling in summer, again reducing energy consumption. Stormwater infiltration and a variety of native plants continue the sustainability trend.

The proposed development also supports the following **Principles for Citywide Movement Patterns and Public Spaces** found in the Comp Plan (2008 Comp Plan, Ch. 4, Pg. 36-37):
2. Design public open and green linkages that bring both amenity and positive image to neighborhoods, corridors, and business precincts.
Adding the new pedestrian and bike connections integrated into the development and enhanced on the Vernon edge will enhance the image of this "Gateway" corner and act as an amenity that currently does not exist.

4. Preserve and make accessible natural areas and features as part of the comprehensive open space network.
Adding the new pedestrian and bike connections integrated into the development and enhanced on the Vernon edge will offer an easy connection down to the proposed Canadian Pacific Regional Trail and from there to the metro area open space network.

5. Protect and improve the urban forest, including street trees and related landscaping, in order to provide shade and shelter for pedestrians and screening for parking and service uses.
Adding and protecting street trees, screening with coniferous trees and enhanced landscaping will accomplish the intent of this principle.

6. Create and promote environments that make it safe and convenient for people to integrate physical activity into their daily routines.
Adding the new pedestrian and bike connections integrated into the development and enhanced on the Vernon edge will make it much easier and convenient for access to the bike route on 50th, the proposed regional trail, and walking connections from north of 49th to the Grandview Heights redevelopment.

7. Recognize and integrate Edina's historic landscape features, such as its stone walls and gateways, into the design and redesign of streets, paths, and pedestrian ways.
Low stone walls are being proposed for the landscape design, helping to retain the hillside along Vernon and to provide transition from 49th to the building entries.

10. Within corridors served by existing or planned transit, orient buildings towards sidewalk and paths that lead to mixed use destinations and transit stops. The units in the proposed development are connected to the public sidewalk via internal paths, taking users directly to 3 transit stops immediately adjacent.

11. Encourage design of building entrances that open up and link directly to sidewalks and pedestrian and bike paths.
The units in the proposed development are connected to the public sidewalk via internal paths, taking users directly to the 50th Street Bike route.
Proposed development is also immediately adjacent to the potential Grandview Gateway location and proposed regional trail, per Comp Plan. (2008 Comp Plan, Ch. 4, Pg. 40)

The design of the proposed development supports the following **Guidelines for integration of multi-unit housing into transitional areas** found in the Comp Plan (2008 Comp Plan, Ch. 4, Pg. 43-44):

- Housing should emulate single-family housing in its basic architectural elements – pitched roofs, articulated facades, visible entrances, porches or balconies.
- Including semi-private transitional space such as a porch and adequate landscaping provide a sense of privacy for residents while allowing them to keep "eyes on the street". Provide opportunities for surveillance of shared outdoor areas such as streets.
- Parking garages should be located to the rear or interior of the block

b. promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;
The proposed development is creating an efficient use of the existing lots by incorporating 17 units (a net increase of only 7 units over the current existing housing) of medium-density housing into a transitional buffer between single-family residential and higher volume roadways and the proposed mixed-use Grandview Heights district. The design of this development places all garages and vehicles to the center of the site; adds pedestrian connections; and individual entries promoting health, safety, comfort and aesthetics. This will enhance the city's tax base and bring an enhanced development to a key gateway location.

c. provide for variations to the strict application of the land use regulations in order to improve site design and operation, while at the same time incorporate design elements that exceed the City's standards to offset the effect of any variations. Desired design elements may include: sustainable design, greater utilization of new technologies in building design, special construction materials, landscaping, lighting, stormwater management, pedestrian oriented design, and podium height at a street or transition to residential neighborhoods, parks or other sensitive uses;
General sustainability principles for building and site will be applied. There is the possibility of the existing buildings being relocated, which would be very sustainable. Should demolition be the result, many of the building materials will be recycled. Low VOC paints, Energy Star appliances, and high-efficiency HVAC will all be standard. Sustainable and long-lasting building materials such as stone, brick, and cement board with recycled content will be incorporated into the design. Skylights will add additional daylighting to the units, reducing energy consumption. Tree plantings and species were chosen to enhance solar gain in the winter and cooling in summer, again reducing energy consumption. Stormwater infiltration and a variety of native plants continue the sustainability trend. Site lighting will be tasteful and located to enhance safety of pedestrians and deterrence of crime, while keeping light pollution to a minimum. The pedestrian and bicycle-oriented design with the added connections greatly increases the accessibility of this location to other locales in the city.

d. ensure high quality of design and design compatible with surrounding land uses, including both existing and planned;
Sustainable and long-lasting building materials such as stone, brick, and cement board with recycled content will be incorporated into the design. The building aesthetic will be compatible with the surrounding land uses.

e. maintain or improve the efficiency of public streets and utilities;
The proposed development maintains the efficiency of public streets and does not create a detriment to access or traffic. All intersections have adequate capacity and no improvements are needed. Vehicle queues do not interfere with intersection operations.

f. preserve and enhance site characteristics including natural features, wetland protection, trees, open space, scenic views, and screening;
"Landscaping is frequently used to define entries or as a buffer from adjoining roads or surrounding development." (2008 Comp Plan, Ch. 4, Pg.13)
Tree plantings and species were chosen to enhance solar gain in the winter and cooling in summer, again reducing energy consumption. The goal is to keep as many of the existing plantings along Vernon as is possible, while using coniferous planting to help screen the development from uses to the east. The proposed pedestrian and bike connection from 49th to Vernon offers a view of the open space to the west, which over time, will become the regional trail.

g. allow for mixing of land uses within a development;
There is only a single use within this development, as the surrounding character of the area on the north side of Vernon Ave is strictly single-family residential. This development is seen as a quality addition to the site which will act as a transitional buffer between the planned mixed-use Grandview Heights area to the south and the neighborhood to the north.

h. encourage a variety of housing types including affordable housing; and
The development will offer a variety of townhome square footages at market rate.

i. ensure the establishment of appropriate transitions between differing land uses.
There is only a single use within this development, as the surrounding character of the area on the north side of Vernon Ave is strictly single-family residential. This development is seen as a quality addition to the site which will act as a transitional buffer between the planned mixed-use Grandview Heights area to the south and the neighborhood to the north.

2. Applicability/Criteria

a. Uses. All permitted uses, permitted accessory uses, conditional uses, and uses allowed by administrative permit contained in the various zoning districts defined in Section 850 of this Title shall be treated as potentially allowable uses within a PUD district, provided they would be allowable on the site under the Comprehensive Plan. Property currently zoned R-1, R-2 and PRD-1 shall not be eligible for a PUD.
The current zoning for two of the parcels is PRD-2, one is R-1. We feel for continuity and ability to meet the goals of the PUD and Comprehensive Plan, all parcels should be folded into a PUD zoning land use.

b. Eligibility Standards. To be eligible for a PUD district, all development should be in compliance with the following:

i. where the site of a proposed PUD is designated for more than one (1) land use in the Comprehensive Plan, the City may require that the PUD include all the land uses so designated or such combination of the designated uses as the City Council shall deem appropriate to achieve the purposes of this ordinance and the Comprehensive Plan;
Not applicable to this development, as all land uses are designated residential.

ii. any PUD which involves a single land use type or housing type may be permitted provided that it is otherwise consistent with the objectives of this ordinance and the Comprehensive Plan;

As a single residential land use typology, a PUD should be approved at this location to allow the proposed development due to its consistency with the aforementioned objectives, principles, goals and policies of the Edina Comprehensive Plan.

ii. permitted densities may be specifically stated in the appropriate planned development designation and shall be in general conformance with the Comprehensive Plan; and

The proposed density is in general conformance with the Comprehensive Plan. Townhomes and duplexes are *"the most common building types in Edina. They tend to be clustered close to highway or major road corridors, while duplexes are often found in narrow strips along major thoroughfares such as Vernon or France Avenues as a kind of buffer for adjacent single-family detached housing."* (2008 Comp Plan, Ch. 4, Pg.3)

This development fits best within a PUD zoning district. The setting is appropriate for medium-density residential, as it is immediately adjacent to the Hwy. 100 off-ramp and Vernon Avenue; as well across from the proposed Grandview Heights redevelopment planned for south of Vernon, which will add density and activity to the area. The proposed townhomes will help to buffer the single family homes north across 49th from the traffic on adjacent streets and activity to the south. In these ways the proposed development is consistent with the City's Comprehensive Plan.

iv. the setback regulation, building coverage and floor area ratio of the most closely related conventional zoning district shall be considered presumptively appropriate, but may be departed from to accomplish the purpose and intent described in #1 above.

The setbacks for this development were close to the required setbacks, but strict adherence to them would cause undue hardship for the full development of the site. By allowing the PUD, we are able to flex these conditions and still provide an appropriately scaled and aesthetically compatible development that accomplishes the intent of the district and adds amenities and connections as outlined previously.

11&3

VERNON AVENUE TOWNHOMES - EXISTING AERIAL A

02.13.2013

BKV GROUP

A24

VERNON AVENUE TOWNHOMES - EXISTING AERIAL B

02.13.2013

BKV GROUP

VERNON AVENUE TOWNHOMES - SITE PICTURES

02.13.2013

BKV GROUP


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Report a problem
Image Date: September 2008


A24

PAINTED FIBER CEMENT W/ BATTERNS

ARCHITECTURAL CAST STONE

430

STAINED WOOD PANELS

FIBER CEMENT TRIM

OBRIEN KIMMEL

R.T. DOC. No. _____
C.R. DOC. No. _____

KNOW ALL PERSONS BY THESE PRESENTS: That Edina Fifty Five, LLC, a Minnesota limited liability company, fee owner, of the following described property situated in the County of Hennepin, State of Minnesota, to wit:

Lots 7 and 8, Block 4, "Tingdale Bros.' Brookside", Except that part of said Lot 8 described as follows:

Beginning at a point on the East boundary of said Lot 8 distant 25 feet North of the Southeast corner thereof; thence South along said East boundary 25 feet; thence West along the South boundary of said Lot, 50 feet; thence North along the West boundary of said Lot, 12 feet; thence Northeasterly to the point of beginning, including any part or portion of any street or alley adjacent to said premises vacated or to be vacated, Hennepin County, Minnesota.

Together with:

A 25.88 foot wide strip of land lying east of the Minneapolis, Northfield and Southern Railroad between West 49th Street and Vernon Avenue in Section 28, Township 117 North, Range 21 West, Hennepin County, Minnesota.

(Abstract Property)

Lot 3, 4, 5 and 6, and all that part of Lots 9, 10, 11 and 12 lying North of State Highway No. 5, Block 4, "Tingdale Bros.' Brookside", Except that part of Lot 12 which lies Southeasterly of the following described line: Beginning at a point on the East line of said Lot 12 distant 36 feet South of the Northeast corner thereof; thence run Southwesterly to the Southwest corner of the above described Lot 12 and there terminating.

(Torrens Property)

Has caused the same to be surveyed and platted as OBRIEN KIMMEL.

In witness whereof said EDINA FIFTY FIVE, LLC has caused these presents to be signed by its proper officer this _____ day of _____, 201____.

EDINA FIFTY FIVE, LLC

_____
Daniel Hunt, Chief Manager

State of _____
County of _____

The foregoing instrument was acknowledged before me this _____ day of _____, 201____ by Daniel Hunt, Chief Manager of Edina Fifty Five, LLC, a Minnesota limited liability company, on behalf of the company.

_____
(Signature)

_____
(Printed Name)
Notary Public _____ County, _____
My Commission Expires January 31, 201____

SURVEYORS CERTIFICATION

I, Richard L. Licht, do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 201____

_____
Richard L. Licht, Licensed Land Surveyor
Minnesota License No. 26724

State of Minnesota
County of Hennepin

The foregoing instrument was acknowledged before me this _____ day of _____, 201____ by Richard L. Licht, a Licensed Land Surveyor.

_____
(Signature)

_____
(Printed Name)
Notary Public _____ County, Minnesota
My Commission Expires January 31, 201____

EDINA, MINNESOTA

This plat of OBRIEN KIMMEL was approved and accepted by the City Council of Edina, Minnesota, at a regular meeting thereof held this _____ day of _____, 201____. If applicable, the written comments and recommendations of the Commissioner of Transportation and the County Highway Engineer have been received by the City or the prescribed 30 day period has elapsed without receipt of such comments and recommendations, as provided by Minn. Statutes, Section 505.03, Subd. 2.

CITY COUNCIL OF EDINA, MINNESOTA

By _____, Mayor By _____, Manager

TAXPAYER SERVICES DEPARTMENT, Hennepin County, Minnesota

I hereby certify that taxes payable in 20____ and prior years have been paid for land described on this plat, dated this _____ day of _____, 201____.

Mark V. Chapin, Hennepin County Auditor

By _____, Deputy

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to MN. STAT. Sec. 383B.565 (1969) this plat has been approved this _____ day of _____, 201____.

William P. Brown, Hennepin County Surveyor

By _____

REGISTRAR OF TITLES, Hennepin County, Minnesota

I hereby certify that the within plat of OBRIEN KIMMEL was filed in this office this ___day of _____, 201____, at __ o'clock __.m.

Martin McCormick, Registrar of Titles

By _____ Deputy

COUNTY RECORDER, Hennepin County, Minnesota

I hereby certify that the within plat of OBRIEN KIMMEL was recorded in this office this _____ day of _____, 201____, at _____ o'clock __M.

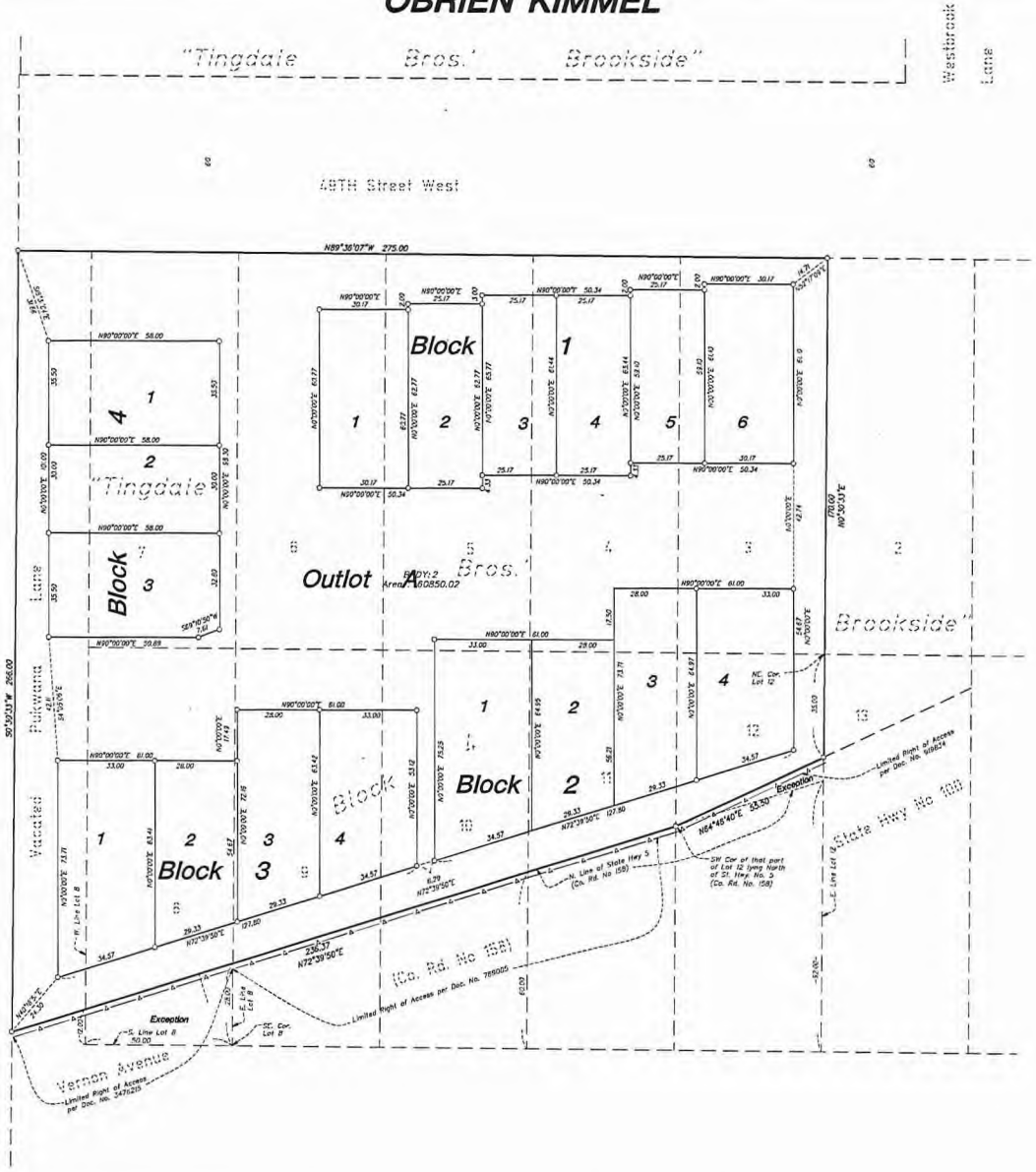
Martin McCormick, County Recorder

By _____ Deputy

LOUCKS ASSOCIATES

OBRIEN KIMMEL

R.T. DOC. No.
C.R. DOC. No.



NORTH

0 20 40
SCALE IN FEET

O DENOTES 1/2 INCH X 14 INCH IRON MONUMENT SET, MARKED "RLS 26724"

■ DENOTES IRON MONUMENT FOUND

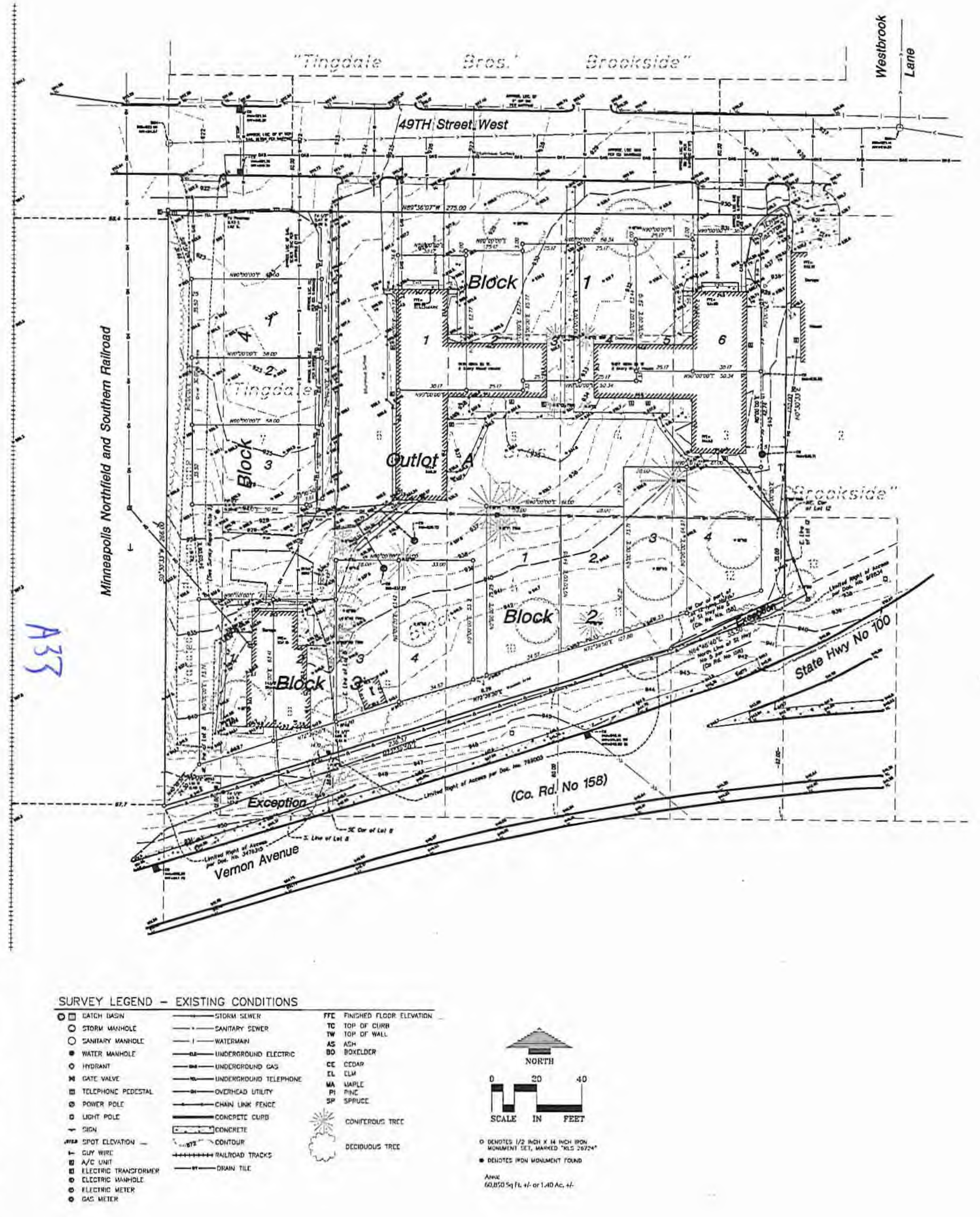
—A—A— DENOTES LIMITED RIGHT OF ACCESS

THE NORTH LINE OF BLOCK 4, "TINGDALE BROS.' BROOKSIDE" IS ASSUMED TO HAVE A BEARING OF N 89°36'07"W

LOUCKS ASSOCIATES

SHEET 2 OF 2 SHEETS

434



Preliminary Plat of OBRIEN KIMMEL

DESCRIPTION OF PROPERTY SURVEYED

(Per Commitment for Title Insurance issued by Stewart Title Guaranty Company, File No. 152183, dated October 31, 2011, and File No. 153093, dated October 5, 2012)

Lot 3, 4, 5 and 6, and all that part of Lots 9, 10, 11 and 12 lying North of State Highway No. 5, Block 4, "Tingdale Bros.' Brookside", Except that part of Lot 12 which lies Southeasterly of the following described line: Beginning at a point on the East line of said Lot 12 distant 35 feet South of the Northeast corner thereof; thence run Southwesterly to the Southwest corner of the above described Lot 12 and there terminating

Together with:

A 25.00 foot wide strip of land lying east of the Minneapolis, Northfield and Southern Railroad between West 49th Street and Vernon Avenue in Section 28, Township 117 North, Range 21 West, Hennepin County, Minnesota.

Being Torrens Property, Certificate Number: 577550

And:

Lots 7 and 8, Block 4, Tingdale Bros.' Brookside, Except that part of said Lot 8 described as follows:

Beginning at a point on the East boundary of said Lot 8 distant 28 feet North of the Southeast corner thereof; thence South along said East boundary 28 feet; thence West along the South boundary of said Lot, 50 feet; thence North along the West boundary of said Lot, 12 feet; thence Northeasterly to the point of beginning, including any part or portion of any street or alley adjacent to said premises vacated or to be vacated, Hennepin County, Minnesota

Abstract

PRELIMINARY PLAT GENERAL NOTES

BENCHMARK:
Top Finished floor elevation at Northwest entrance to existing building as shown.
Elev. = 928.56 (City of Edina Datum)

EXISTING ZONING:
Zone (PRD-2)

PROPOSED ZONING:
Zone (PUD)

PROPOSED BUILDING SETBACKS:

Front	= 15/35 Feet
Interior Side Yard	= 15/20 Feet
Rear	= 27 Feet

AREAS:

Lot 1, Block 1	1,833 Sq Ft. or 0.04 Acres
Lot 2, Block 1	1,580 Sq Ft. or 0.04 Acres
Lot 3, Block 1	1,546 Sq Ft. or 0.04 Acres
Lot 4, Block 1	1,546 Sq Ft. or 0.04 Acres
Lot 5, Block 1	1,487 Sq Ft. or 0.03 Acres
Lot 6, Block 1	1,843 Sq Ft. or 0.04 Acres
Lot 1, Block 2	2,313 Sq Ft. or 0.05 Acres
Lot 2, Block 2	1,896 Sq Ft. or 0.04 Acres
Lot 3, Block 2	1,941 Sq Ft. or 0.04 Acres
Lot 4, Block 2	1,974 Sq Ft. or 0.05 Acres
Lot 1, Block 3	2,263 Sq Ft. or 0.05 Acres
Lot 2, Block 3	1,653 Sq Ft. or 0.04 Acres
Lot 3, Block 3	1,898 Sq Ft. or 0.04 Acres
Lot 4, Block 3	1,923 Sq Ft. or 0.04 Acres
Lot 1, Block 4	2,059 Sq Ft. or 0.05 Acres
Lot 2, Block 4	1,740 Sq Ft. or 0.04 Acres
Lot 3, Block 4	2,049 Sq Ft. or 0.05 Acres
Outlot A	29,506 Sq. Ft. or 0.68 Acres
Total Property Area =	60,850 Sq.Ft. or 1.40 Acres

FLOOD ZONE DESIGNATION:

This property is contained in Zone X (area determined to be outside the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 27053C0361E, effective date of September 2, 2004.

GOPHER ONE:

We have shown buried structures and utilities on and/or serving the site to the best of our ability, subject to the following restrictions:

i) Utility operators do not consistently respond to locate requests through the Gopher State One Call service for boundary purposes such as this.
ii) Those utility operators that do respond often will not locate services from their main line to the customer's structure or facility - they consider those segments private installations that are outside their jurisdiction. If a private service to an adjoiner's site crosses this site or a service to this site crosses an adjoiner, it may not be located since most operators will not mark such "private" services.
iii) Snow and ice conditions during winter months may obscure otherwise visible evidence of a buried structure or utility.
iv) Maps provided by operators, either along with a field location or in lieu of such a location, are very often inaccurate or inconclusive.
v) EXTREME CAUTION MUST BE EXERCISED BEFORE AN EXCAVATION TAKES PLACE ON OR NEAR THIS SITE. BEFORE DIGGING, YOU ARE REQUIRED BY LAW TO NOTIFY GOPHER STATE ONE CALL AT LEAST 48 HOURS IN ADVANCE AT 651/454-0002.
vi) Per Gopher State One-Call Ticket No.s 122922658 and 122922669, the following utilities and municipalities were notified:

ARVIG COMMUNICATION SYSTEMS	763-682-3514
A T & T/TRANSMISSION	903-753-3145
CITY OF EDINA	952-826-0375
COMCAST	612 522-8141
HENNEPIN COUNTY PUBLIC WORKS	612-596-0339
CENTER POINT ENERGY	763-559-5185
DEPARTMENT OF TRANSPORTATION	651-366-5750
QWEST	800-283-4237
QWEST COMMUNICATIONS	303-707-3680
LEVEL 3 COMMUNICATIONS	720-888-2061
XCEL ENERGY	612-630-4366

Project Name:
OBRIEN Kimmel

Edina, Minnesota

Owner/Developer Name:
Edina Fifty Five, LLC

24 University Avenue
Suite 150
Minneapolis Minnesota, 55413

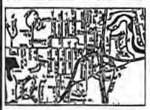
Professional Services:
LOUCKS ASSOCIATES
Planning • Civil Engineering • Land Surveying
Landscape Architecture • Environmental

CADD Qualification:
12313-MASTER.DWG/Pre-Plat

Revisions:
02.05.13 City Submittal

Professional Signature:
Richard L. Licht - PLS
11-05-2012
License No. Date

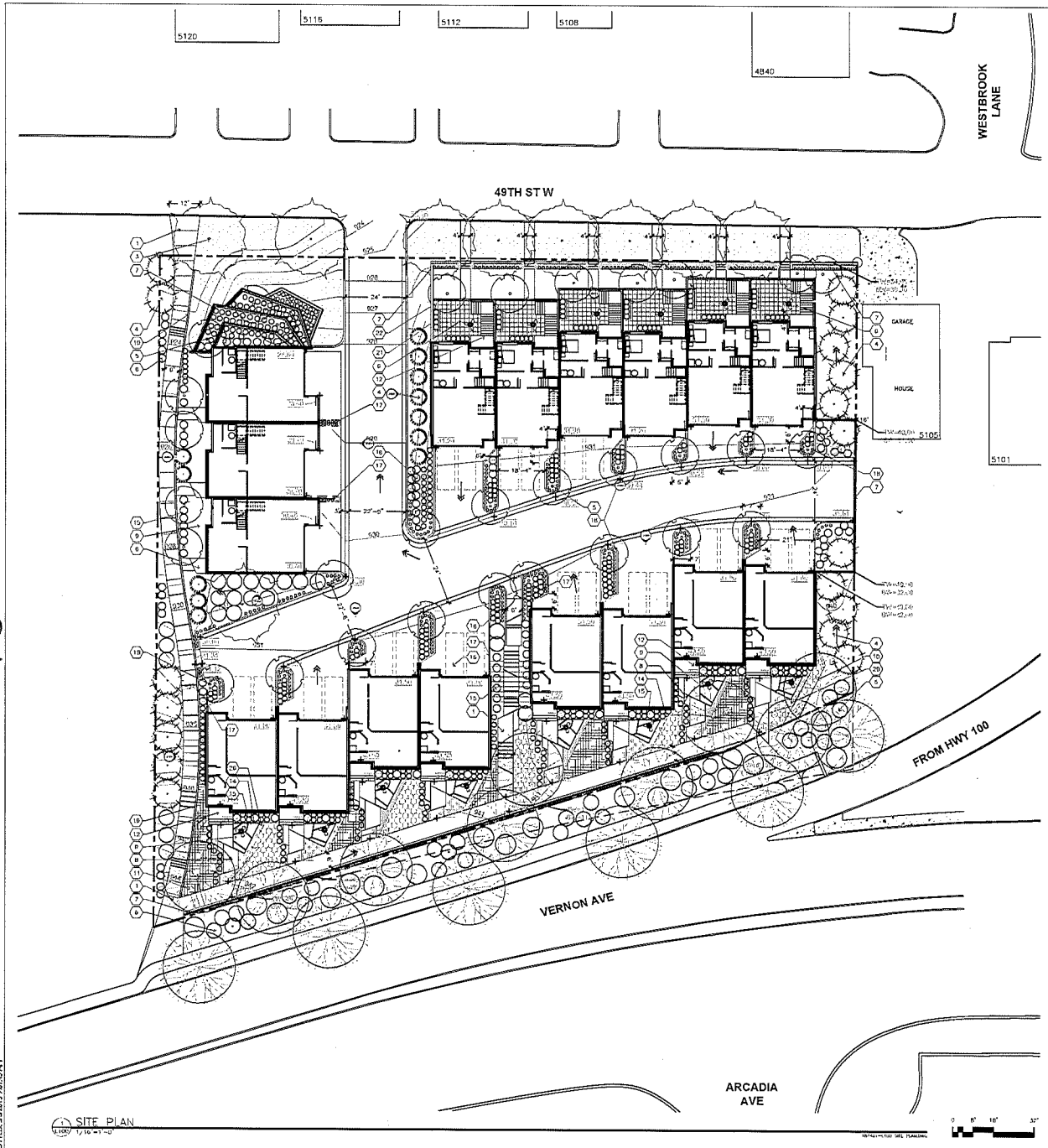
Quality Control:
TMB
RLL

Vicinity Map:


Sheet Title:
Preliminary Plat of OBRIEN KIMMEL

Project No.:
12-313

Sheet No.:
Sheet 1 of 1



PROJECT SUMMARY	FLOOR								TOTAL
	LL	1ST FLOOR	2ND FLOOR						
BUILDING FOOTPRINT		17,731							17,731 SF
FLOOR AREA									1.88
DWELLING UNITS		17							17 UNITS
PARKING (IN-UNIT)		37							37 STALLS (DOUBLE/TRIPLE GARAGE)
PERVIOUS/IMPERVIOUS	43,119 SF								17,301 sf / 40% PERVIOUS
LOT SIZE	80,850 SF								80,850 sf or 1.4 acres
UNIT DENSITY	17 units / 1.42 acres								12.14 units per acre
FLOOR AREA RATIO	46,353 SF / 80,850 SF								0.74

UNIT MATRIX	UNIT TYPES								
	A	B	C						
DWELLING UNITS	8	6	3						17 UNITS
FINISHED SF	2,774	2,462	2,783						46,353 SF
GARAGE SF	439	574	743						9,185 SF

KEY NOTES

1. PEDESTRIAN CONNECTION WITH STAIRS
2. EXISTING SHADE TREES; (TO REMAIN)
3. BOULEVARD TREES; (SEE SHEET L181)
4. EVERGREEN TREE SCREEN PLANTINGS; (SEE SHEET L101)
5. ORNAMENTAL TREES; (SEE SHEET L181)
6. SHRUB SCREEN PLANTINGS; (SEE SHEET L101)
7. RETAINING WALLS WITH PLANTINGS
8. UNIT WALKS, TYP.
9. UNIT PATIOS, TYP.
10. MIXED PERENNIAL PLANTINGS, TYP. (SEE SHEET L101)
11. MIXED FERN PLANTINGS, TYP. (SEE SHEET L101)
12. UNIT ENTRY WITH STAIRS, TYP.
13. PEDESTRIAN RAMP
14. STEEL EDGING, TYP.
15. FOUNDATION PLANTINGS, TYP. (SEE SHEET L101)
16. GUEST PARKING
17. 6' H DECORATIVE SCREEN FENCE WITH PLANTINGS, TYP.
18. PLANTED DRIVE AISLE MEDIAN; RAISED 4"H x 6"W DECORATIVE CONCRETE CURB
19. 8"W BIKE CURB; CONTINUOUS
20. GROUNDCOVER PLANTINGS; (SEE SHEET L101)
21. PATIO PLANTERS, TYP.
22. PAVER BORDER, TYP.

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Facsimile: 612-339-6212
www.bkvgroup.com

NOT FOR CONSTRUCTION

Preliminary Development Plan Submittal

Vernon Avenue Townhomes

CERTIFICATION

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Landscape Architect under the laws of the State of Minnesota.

[PRINTED LA'S NAME] Date

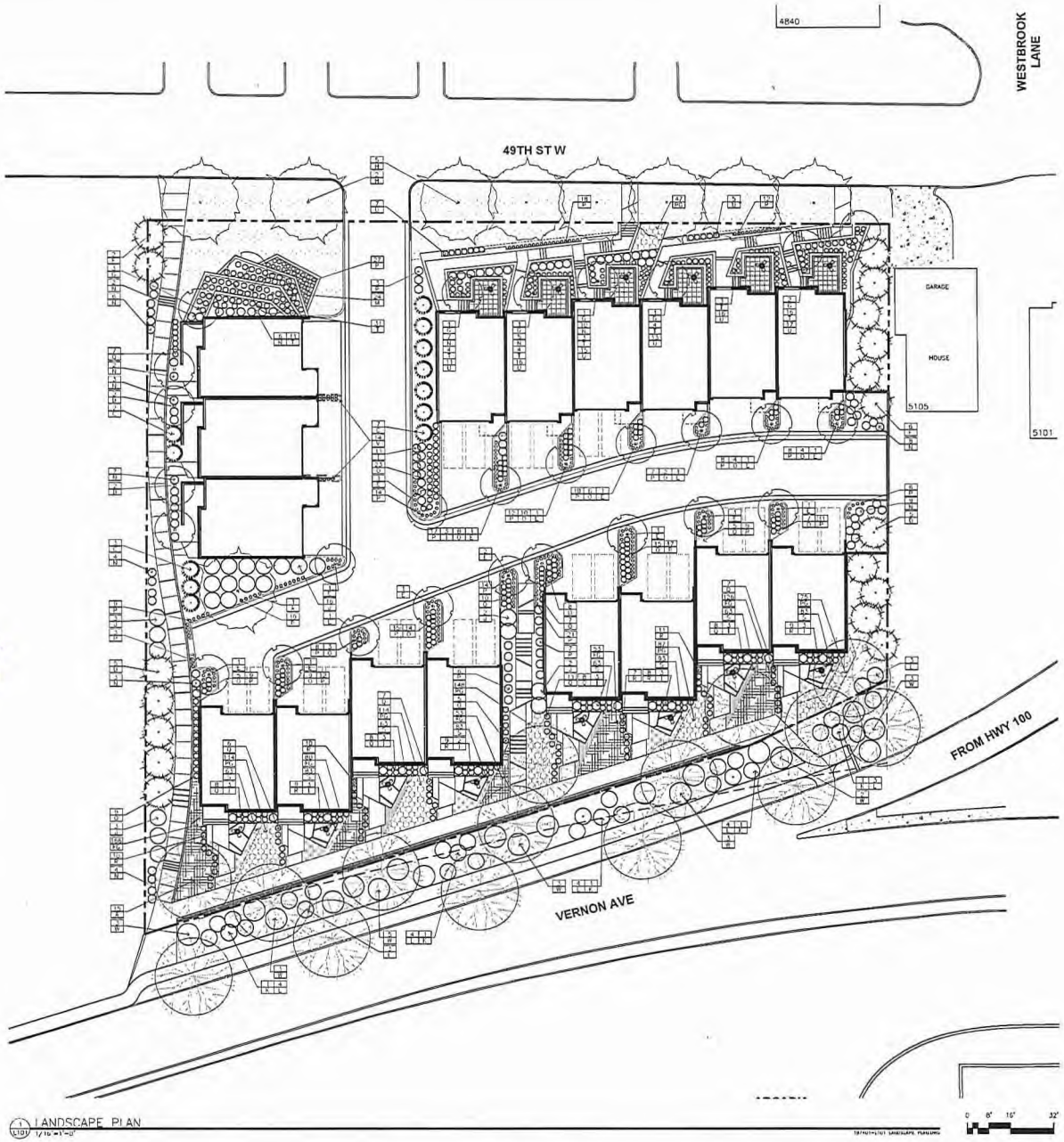
[000000] [LICENSE NUMBER]
License Number

REVISIONS	No.	DATE
DATE		02-13-13
DRAWN BY		JCB
CHECKED BY		DMM
COMMISSION NO.		1874.01

SITE PLAN

L100

PLOTTED: 2/5/2013 9:01:45 AM



L101 LANDSCAPE PLAN
1/16"=1'-0"

A35

PROPOSED PLANT SCHEDULE

QTY.	SYM	COMMON NAME	SCIENTIFIC NAME	SIZE	TYPE	COMMENTS
TREES						
Total:	83					
16	A	AUTUMN BLAZE MAPLE	Acer x freemanii 'Jeffersred'	2" CAL	B&B	PLANT PER PLAN
4	B	STANDING OVATION SERVICEBERRY	Amelanchier stolonifa 'Obelisk'	#25	CONT.	PLANT PER PLAN
12	C	MEDORA JUNIPER	Juniperus scopulorum 'Medora'	#25	CONT.	PLANT PER PLAN
10	D	COLORADO SPRUCE	Picea pungens	8'	B&B	PLANT PER PLAN
17	E	SKINNY GENES OAK	Quercus robur x alba 'JFS-KW1QX' (PPAF)	2.5" CAL	B&B	PLANT PER PLAN
8	F	WHITE COLUMNAR PINE	Pinus strobus 'Fastigiata'	8'	B&B	PLANT PER PLAN
9	G	COPPER CURLS LILAC	Syringa peshinensis 'Sen Dark'	2" CAL	B&B	PLANT PER PLAN
7	H	REDMOND LINDEN	Tilia americana 'Redmond'	2.5" CAL	B&B	PLANT PER PLAN
SHRUBS						
Total:	181					
33	I	COOL SPLASH BUSH HONEYSUCKLE	Diervilla sessilifolia 'LPDC Podarex'	#2	CONT.	PLANT PER PLAN
24	J	FIREBALL EUONYMUS	Euonymus alatus 'Select'	#2	CONT.	PLANT PER PLAN
5	K	SOUTHERN GENTLEMAN WINTERBERRY	Ilex verticillata 'Southern Gentlemen'	#2	CONT.	PLANT PER PLAN
25	L	WILDFIRE WINTERBERRY	Ilex verticillata 'Stellfire'	#2	CONT.	PLANT PER PLAN
24	M	MINATURE SNOWFLAKE MOCKORANGE	Philadelphus coronarius 'Aureus'	#2	CONT.	PLANT PER PLAN
70	N	SEM FALSE SPIREA	Sorbaria sorbifolia 'Sem'	#2	CONT.	PLANT PER PLAN
PERENNIALS / GRASSES / VINES						
Total:	1729					
119	O	KARL FOERSTER FEATHER REED GRASS	Calamagrostis x acutiflora 'Karl Foerster'	#1	CONT.	PLANT PER PLAN
278	P	ARIZONA SUN BLANKET FLOWER	Gaillardia aristata 'Arizona Sun'	#1	CONT.	PLANT PER PLAN
63	Q	HOSTA-GUACAMOLE	Hosta 'Guacamole'	#1	CONT.	PLANT PER PLAN
65	R	HOSTA-HADSPEN BLUE	Hosta 'Hadspen Blue'	#1	CONT.	PLANT PER PLAN
594	S	PACHYSANDRA	Pachysandra terminalis	4"	TRAY	1'-0" O.C.
76	T	LACEY BLUE RUSSIAN SAGE	Perovskia atriplicifolia 'Lacey Blue'	#1	CONT.	PLANT PER PLAN
100	U	BLAZE LITTLE BLUESTEM	Schizachyrium scoparium 'Blaze'	#2	CONT.	PLANT PER PLAN
146 OF EACH	PG	BIG SKY SUNDOWN CONEFLOWER	Echinacea x 'Evan Saul'	#1	CONT.	18" O.C.(SEE L300 FOR LAYOUT DETAIL)
		STAINLESS STEEL CORAL BELLS	Heuchera 'Stainless Steel'	#1	CONT.	
		RED DRAGON GEUM	Geum chiloense 'Red Dragon'	#1	CONT.	
		FLORISTAN WHITE BLAZING STAR	Liatris spicata 'Floristan White'	#1	CONT.	
159 OF EACH	FG	JAPANESE PAINTED FERN	Athyrium nipponicum 'Pictum'	#1	CONT.	18" O.C.(SEE L300 FOR LAYOUT DETAIL)
		CINNAMON FERN	Osmunda cinnamomea	#1	CONT.	
14	V	SAPPHIRE INDIGO CLEMATIS	Clematis 'Sapphire Indigo'	#2	CONT.	PLANT PER PLAN
20	W	GRO-LOW SUMAC	Rhus aromatica 'Gro-Low'	#2	CONT.	PLANT PER PLAN

LEGEND:

PERENNIAL MIX (SEE SCHEDULE FOR SPECIES)
FERN MIX (SEE SCHEDULE FOR SPECIES)
TURF GRASS
GROUNDCOVER PACHYSANDRA

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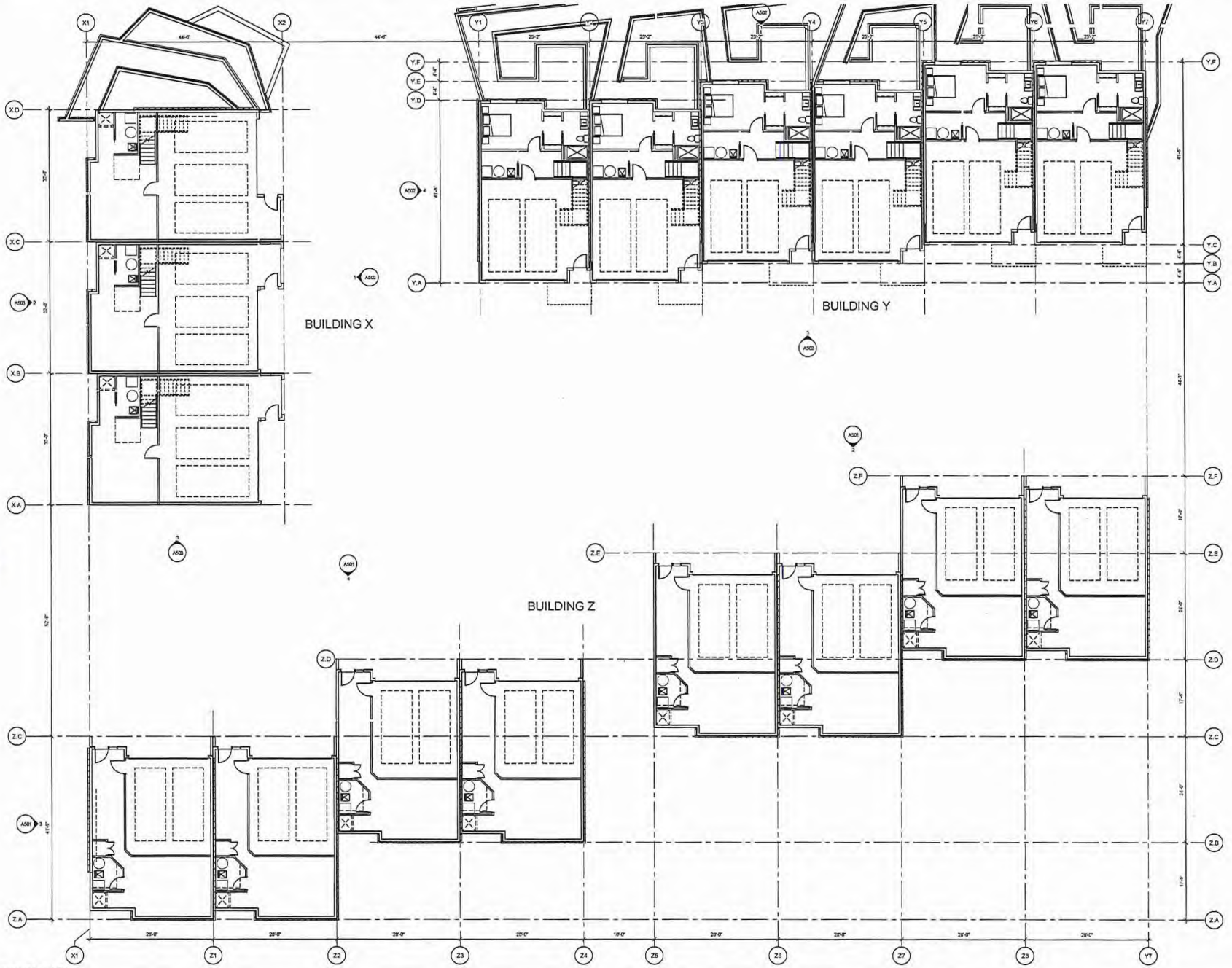
COMMISSION NO.		18740.01

LANDSCAPE PLAN

L101

PLOTTED: 2/13/2013 9:54:11 AM

SHEET BINDING AREA - DO NOT USE



1 Basement Level Plan
A100 1/8" = 1'-0"

431

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CONSULTANTS

PROJECT TITLE

Vernon Avenue Townhouses

KEY PLAN NORTH ARROW

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DATE	01-30-13
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COMMISSION NO.	1074.01

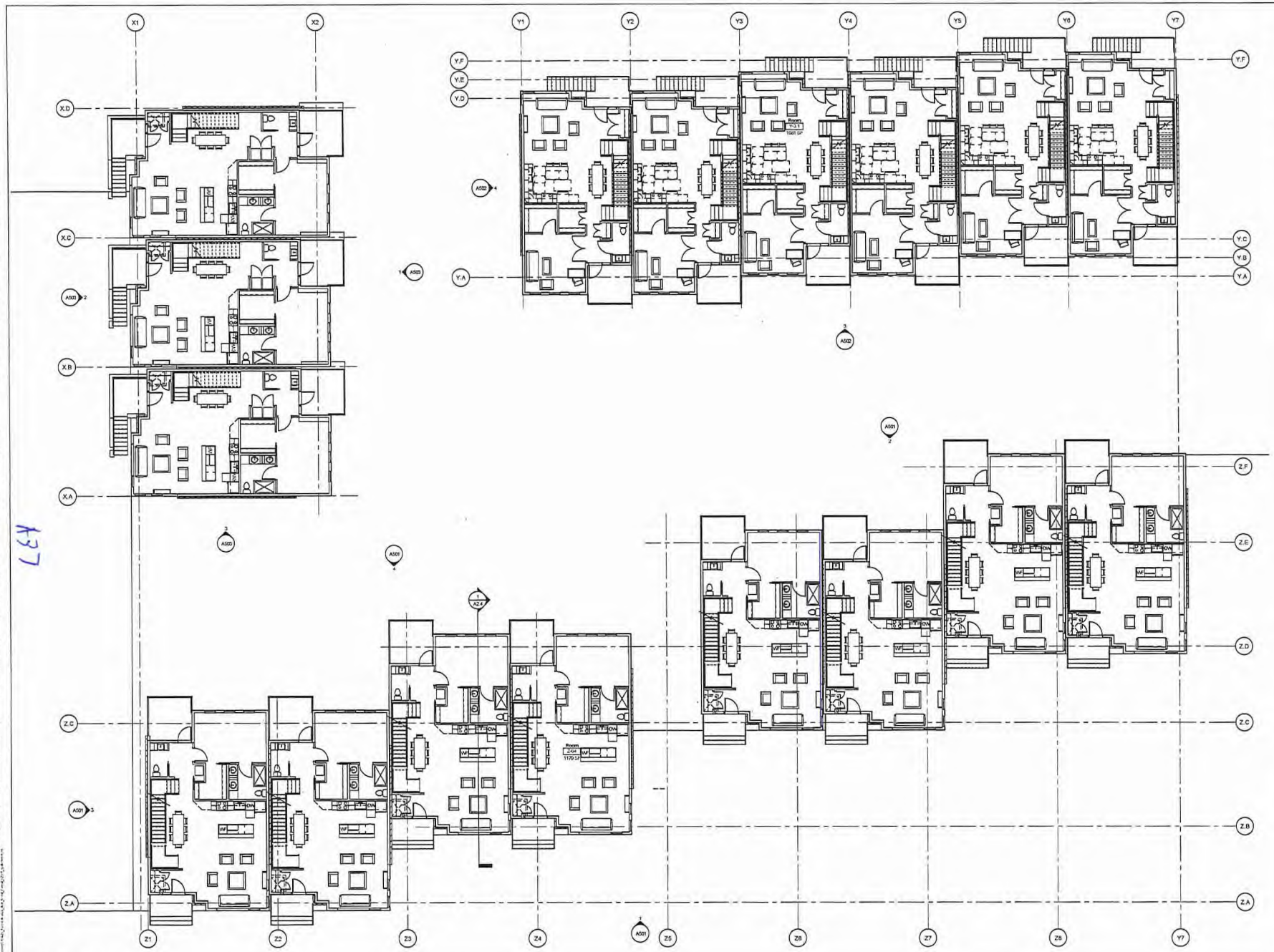
SHEET TITLE

Basement Floor Plan

SHEET NUMBER

A100

SHEET BINDING AREA - DO NOT USE



1 First Floor Plan
A101 1/8" = 1'-0"

LEH

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COMMISSION NO.	1874.01

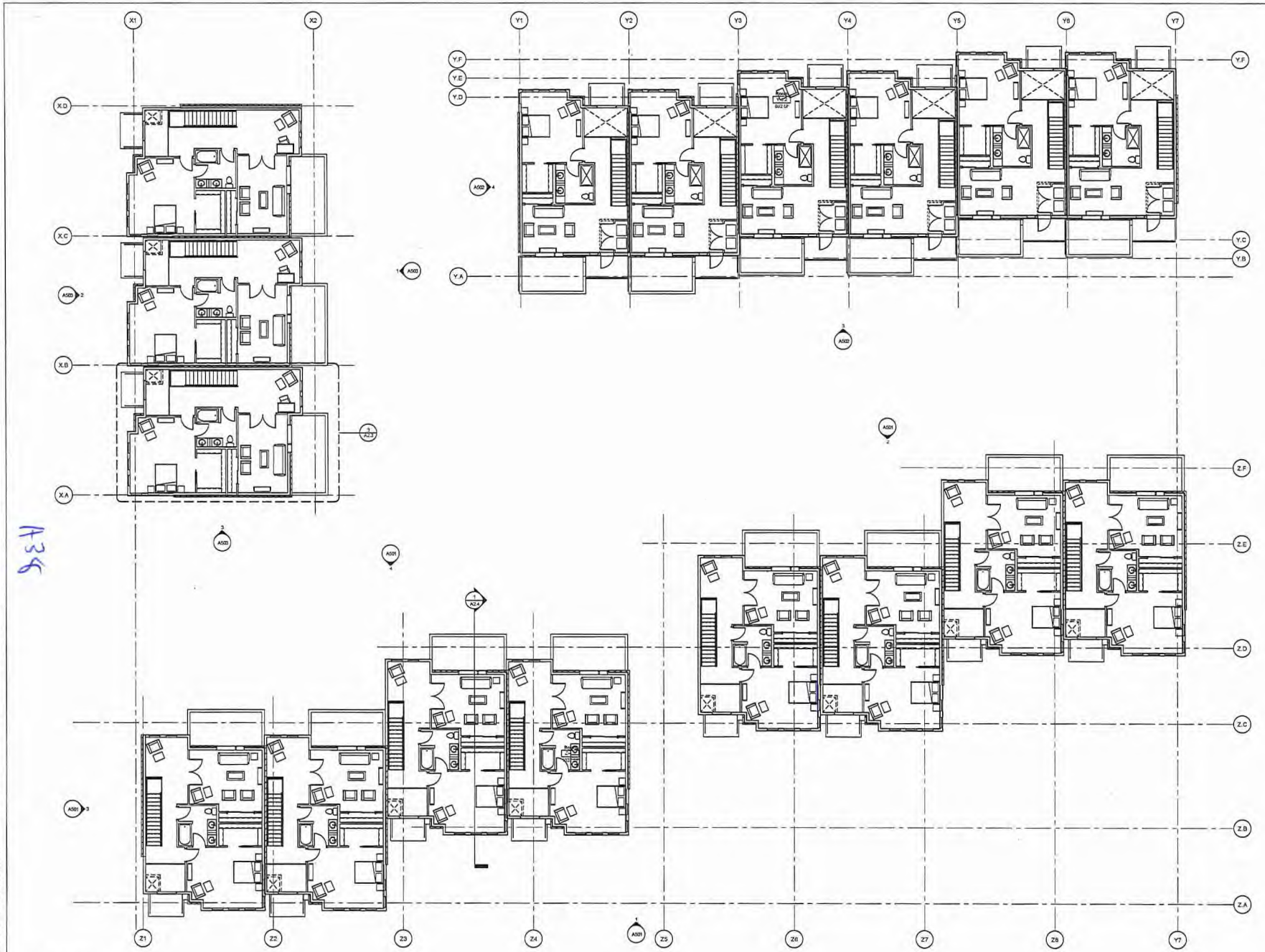
SHEET TITLE

First Floor Plan

SHEET NUMBER

A101

SHEET BINDING AREA - DO NOT USE



1 A102 Second Floor Plan
1/8" = 1'-0"

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SHEET TITLE

Second Floor Plan

SHEET NUMBER

A102

SHEET BINDING AREA - DO NOT USE

1 Roof
A101 1/8" = 1'-0"

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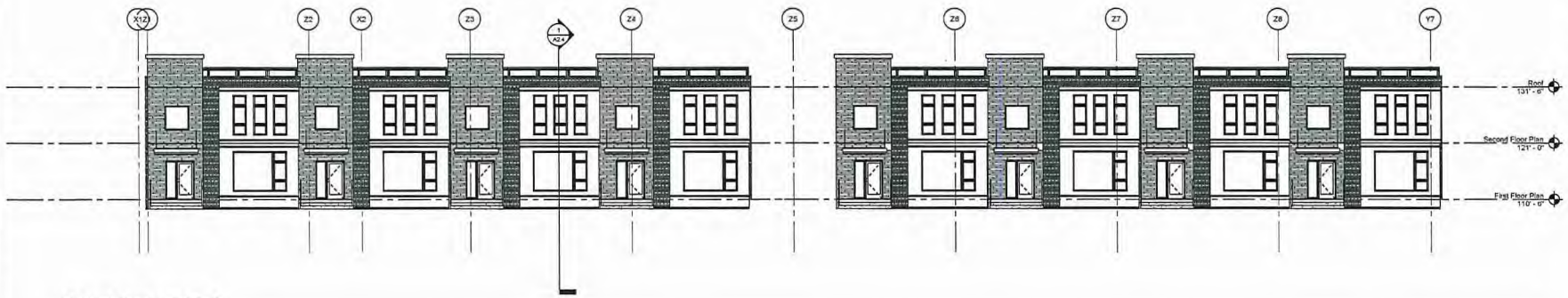
SHEET TITLE

Roof Plan

SHEET NUMBER

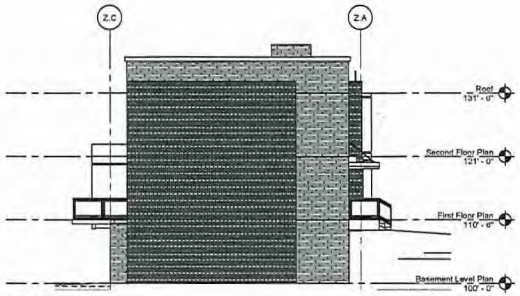
A103

SHEET BINDING AREA - DO NOT USE



1 A501 South Elevation - Building Z
1/8" = 1'-0"

2 A501 North Elevation - Courtyard Building Z
1/8" = 1'-0"



3 A501 West Elevation - Building Z
1/8" = 1'-0"

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COMMISSION NO.	1874.01

SHEET TITLE

Exterior Elevations

SHEET NUMBER

A501

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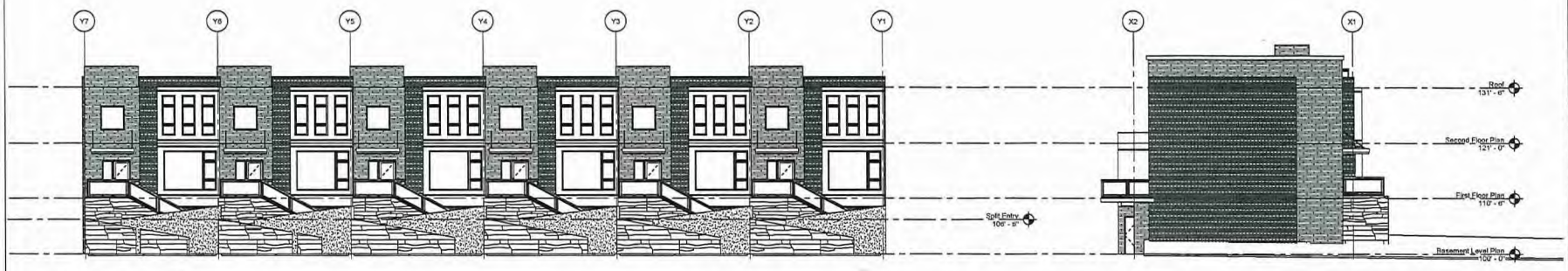
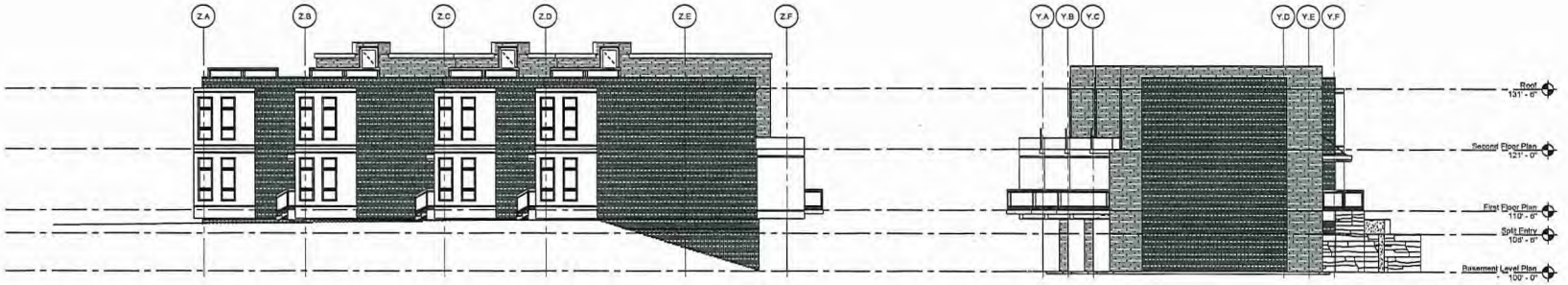


1 A502 North Elevation - Building X & Y
1/8" = 1'-0"



2 A502 East Elevation - Building Y & Z
1/8" = 1'-0"

3 A502 South Elevation - Coutyard Building Y
1/8" = 1'-0"

4 A502 West Elevation - Building Y
1/8" = 1'-0"

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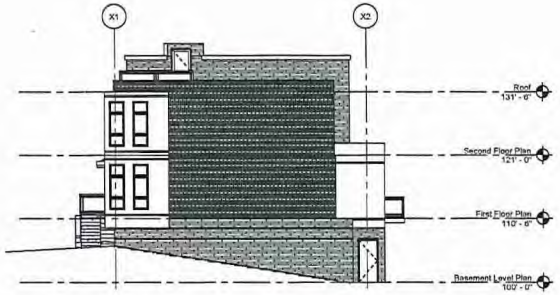
SHEET TITLE

Exterior Elevations

SHEET NUMBER

A502

1 A502 East Elevation - Courtyard Building X
1/8" = 1'-0"



3 A502 South Elevation - Building X
1/8" = 1'-0"

2 A502 West Elevation - Building X
1/8" = 1'-0"

A502

SHEET BINDING AREA - DO NOT USE

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SHEET TITLE

Exterior Elevations

SHEET NUMBER

A503

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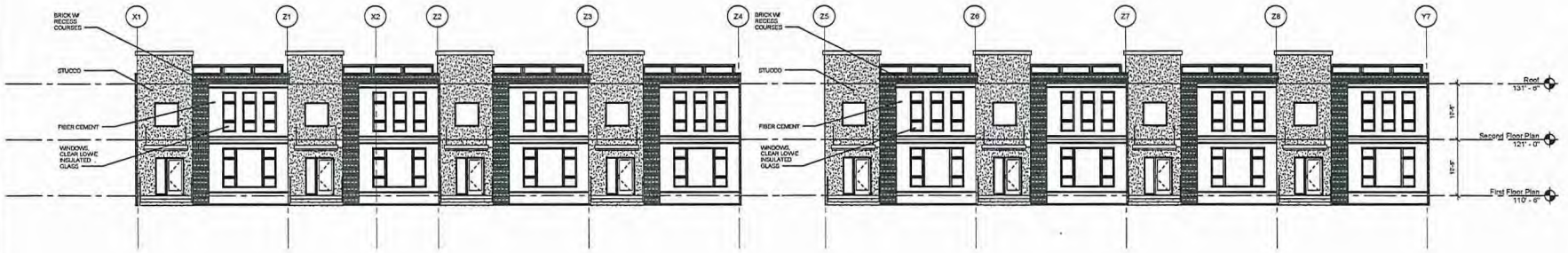
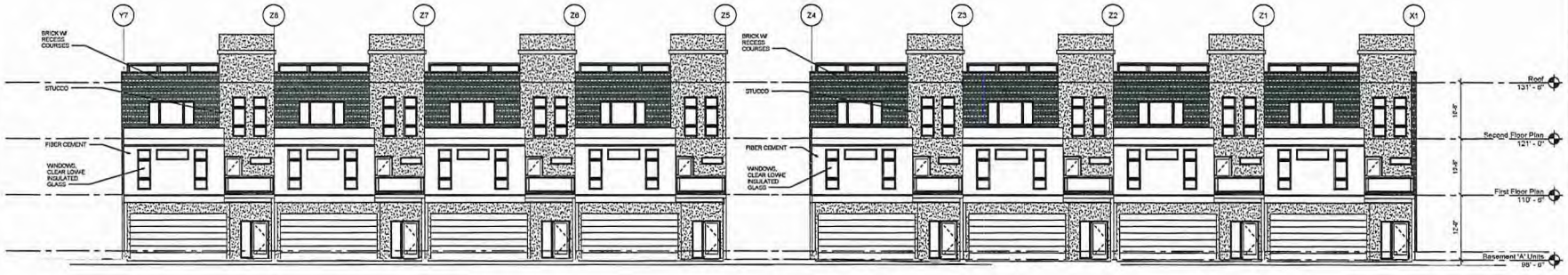
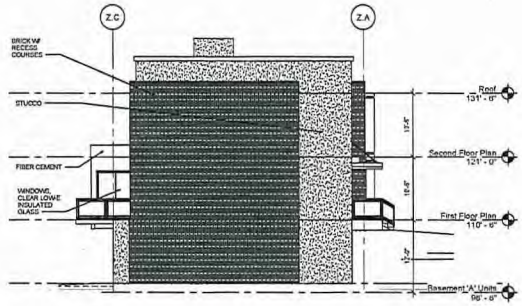


1 A501 South Elevation - Building Z
1/8" = 1'-0"



2 A501 North Elevation - Courtyard Building Z
1/8" = 1'-0"

A43



3 A501 West Elevation - Building Z
1/8" = 1'-0"

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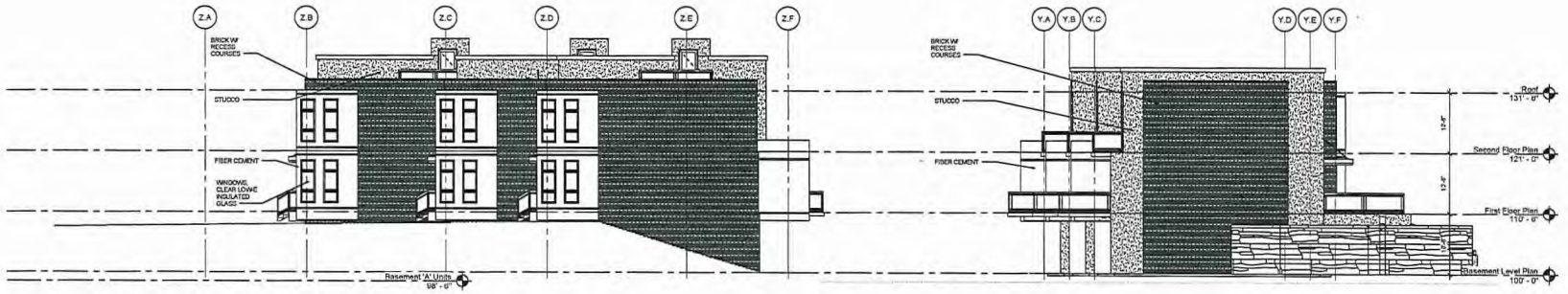
Exterior Elevations

SHEET NUMBER

A501

SHEET BINDING AREA - DO NOT USE

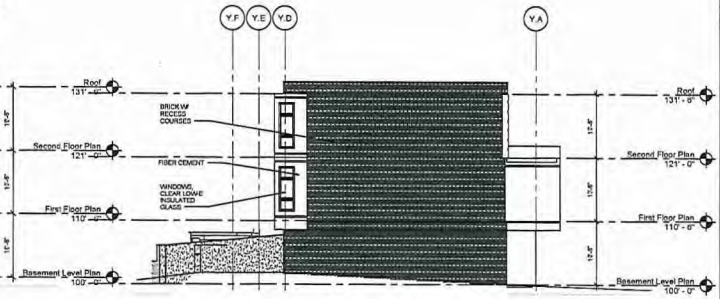
1 North Elevation - Building X & Y
A5U 1/8" = 1'-0"



A4A

2 East Elevation - Building Y & Z
A5U 1/8" = 1'-0"

3 South Elevation - Coutyard Building Y
A5U 1/8" = 1'-0"



4 West Elevation - Building Y
A5U 1/8" = 1'-0"

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SHEET TITLE

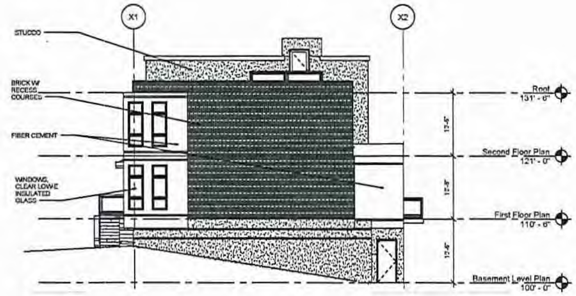
Exterior Elevations

SHEET NUMBER

A502

145

1 A503 East Elevation - Courtyard Building X
1/8" = 1'-0"



3 A503 South Elevation - Building X
1/8" = 1'-0"

2 A503 West Elevation - Building X
1/8" = 1'-0"

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SHEET TITLE

Exterior Elevations

SHEET NUMBER

A503

MINUTES
CITY OF EDINA, MINNESOTA
PLANNING COMMISSION
CITY COUNCIL CHAMBERS
October 24, 2012
7:00 P.M.

I. CALL TO ORDER

Chair Grabiel called the meeting to order at 7:00 PM

II. ROLL CALL

Answering the roll call were Scherer, Forrest, Schroeder, Kilberg, Potts, Platteter, Cherkassy, Carpenter, Staunton Fischer and Grabiel.

III. APPROVAL OF MEETING AGENDA

The agenda was filed as submitted.

IV. COMMUNITY COMMENT

Kathleen Wasescha, 5348 Hollywood Road requested that she be kept informed on all development plans for the properties at 5109-5125 West 49th Street.

V. REPORTS & RECOMMENDATIONS

Planner Presentation

Planner Teague told the Commission they are being asked to consider a sketch plan to redevelop three lots 5109-5125 West 49th Street to build an 18-unit attached housing development. The subject properties are 1.28 acres in size, therefore the proposed density of the project would be 14-units per acre.

Continuing, Teague reminded the Commission they heard two previous sketch plan reviews for the subject properties; one on March 28, 2012 for a six-story, sixty-foot tall, 98-unit senior housing building and the last one on June 27, 2012 for a four-story, forty-foot tall, 60-unit senior housing building. Teague noted at both meetings the consensus of the Planning Commission was that the proposed development was too much for the site.

Discussion

Commissioners asked how many units are permitted by Code and the Comprehensive Plan. Teague responded that Code would allow roughly 10 -11 units. The Comprehensive Plan between 8-10 units, adding the request exceeds those standards.

Applicant Presentation

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David Motzenbecker delivered a power point presentation highlighting the following:

- Site reconfigured to accommodate an 18-unit housing development; roughly 14 units/acre.
- Units are proposed at three levels and 30'high.
- Each unit would have a two stall garage.
- Development is envisioned to meet the demands of empty-nesters and would be considered life-cycle housing.
- High level of amenities
- Connecting the development to greater Edina by adding to the public walkway that would help connect 49th Street directly to Vernon Avenue.
- Rezone site from PRD-2 to PRD-4
- Comprehensive Plan Amendment
- Setback Variances; and
- Site Plan review

Motzenbecker added there also is the possibility of rezoning the site to a PUD; not PRD-4 as mentioned; however they would follow staff and Commission lead on this matter. Concluding, Motzenbecker said they will retain as much of the mature vegetation and trees as possible. Landscaping provides a good buffer from the surrounding traffic.

Discussion

Commissioner Forrest inquired on the width of the driveway into the project and internally; noting that trash hauling would need to be accommodated in this area. Mr. Motzenbecker responded that at this time the proposed driveway aisle width is standard. Continuing, Motzenbecker said with regard to trash each individual unit would have its own trash and recycling bins.

Commissioner Platter asked if this project would be guided by bylaws establishing specific rules. Motzenbecker said their intent is for the building to have an association directing rules for trash enclosures and other standard multi-tenant issues.

Chair Grabiel asked for clarification on the internal workings of the site; especially at the east end. Motzenbecker responded at the east end of the site there will be a hammer head turn around.

Commissioner Staunton asked for clarification on unit construction noting the changing topography of the site. With graphics Mr. Worman explained the step down approach of some of the units as they take advantage of the topography, adding at 49th Street there would be a 2 ½ - story exposure.

Commissioner Schroeder asked how guest parking would be accommodated. Mr. Worman responded that guest parking would be accommodated in front of each garage (2 spaces). He said their goal is to achieve parking for 36 guests.

Commissioner Fischer asked if any thought was put into exterior materials. Mr. Worman said at this time their goal is to achieve high quality housing that has character. Worman said there has been some discussion on roof gables, dormers and brick but not much else.

Chair Grabiel said he salutes the fact that the number of units went down from 71 to 18, adding that's a large drop. Grabiel said he still has concerns about traffic moving into and out of the area. Mr. Motzenbecker responded that at this time a traffic study is being done on the project.

Commissioner Schroeder asked the applicant if any thought was given to storm water management. Mr. Motzenbecker said they have discussed some options including water gardens, cisterns and rain barrels to collect water off the roof.

Public Comment

Kathleen Wasescha, 5348 Hollywood Road, stated she would like the Commission to consider when reviewing development proposals what the benefit would be for the neighborhood.

Discussion

Commissioner Fischer told the applicant that he likes what he sees. He said the project utilizes the grade pretty well. Fischer said the Commission will ultimately answer the questions about variances; however, the concept is good.

Commissioners asked Planner Teague if the roadway addressing the single family home is included in the land; pointing out it is important to know if the street was vacated and is included as part of this development. Teague responded that at this time he is not sure if that roadway was vacated and recorded with Hennepin County.

Commissioner Scherer commented that she agrees with Fischer; she likes the concept. Scherer said at this time she doesn't want to comment on the proposed units at three stories, reiterating she likes the concept; it's a step in the right direction.

Commissioner Carpenter said he agrees with Commissioners comments; however, he still thinks the site may be a little tight. Carpenter suggested they reconsider the number of units to allow some "breathing" room.

Commissioner Forrest said she has a concern with the east setback; however, she would like a "clearer" picture before she makes any decision. Forrest also said it would be important to know if this project proceeds if the street (Pukuana) was vacated and is part of the site.

Commissioner Staunton said that this definitely is an area of transition although he's not sure R-1 is appropriate here, adding the townhouse project feels right. Continuing, Staunton acknowledged the applicants desire to embrace the Grandview area, but in his opinion how the project addresses 49th Street will be the most important. Concluding, Staunton said low density is desirable in this location.

Commissioner Potts commented that the proposed townhouse project appears to be a good fit, adding he could support a low density project in this location.

Commissioner Schroeder said with regard to the Grandview Small Area Plan and its surrounding roadway systems that reconfiguration of the Highway 100 ramps was discussed as a future possibility. Schroeder added if there was a reconfiguration of these ramps the excess land could serve a useful purpose. Schroeder said it may be important to anticipate "what could happen" in the future. Commissioners agreed.

Chair Grabiel thanked the applicant for their presentation and said the following should be addressed if the project proceeds:

- Find out if the road that serves the single family home was vacated;
- Consider reducing the number of units;
- Conduct a traffic study; and
- Consider what this development would look like from the people that live directly across the street from it.

B. Zoning Ordinance Amendments

- **Grading**
- **Subdivisions**

Planner Presentation

Planner Teague said what he would like from the Commission at this time is how to move forward getting public input on ordinance amendments.

Teague added he sees a couple ways the Commission can proceed; 1) Hold a public hearing at a regular meeting of the Planning Commission; or 2) Hold a public hearing at another venue; such as the Senior Center; not at a regular Planning Commission meeting.

Teague also said he would like further thought by the Commission on how to "reach out" to residents on specific issues.

Discussion

Chair Grabiel commented that the Commission would need to decide if the public speaks more freely at an informal venue vs. a formal venue such as a televised Planning Commission meeting. Commissioner Platteter added in his opinion there are benefits from a less formal setting such as the Senior Center. Commissioner Potts agreed, adding he believes the language developed thus far on retaining walls and grading is good; however it would be good to have an informal discussion with residents on these topics. Continuing, Potts asked Planner Teague if the suggested language changes to the code with regard to retaining walls and grading add additional survey costs to residents. Teague responded in the affirmative. He noted that the Engineering Department in some instances has requested information on a survey for retaining walls less than 4-feet.

Commissioner Staunton said from his experience with the "Grandview" project that beginning with a less formal setting worked well. He noted that getting other people's opinions and knowledge is a good thing. Staunton pointed out that the Council has proposed the use of "small working "groups " adding, these small groups can discuss the best way to gather public input and also tackle ordinance topics. Continuing, Staunton said the goal is to reach out to everyone in a thoughtful manner and gather as much information as possible before the formal public hearing process begins.

feasibility study of the Braemar Soccer Field. The Park Board also recommended that the forward motion of the dome not occur until the issue of expanded playing fields was addressed, solved, and budgeted. Ms. Kattreh suggested a temporary solution, if a dome was built, to increase field space through a swap between the Edina Football Association and Edina Soccer Club to move football to the turf field in the fall to free up the Lewis Park fields for soccer and allow the ability to rest one of the fields at Lewis Park. She noted there was also ability on the very westerly field at Lewis Park to run two soccer fields width wise, similar to that at Braemar, creating a soccer complex. It was noted the Public Works Director and maintenance staff had indicated this was a viable solution.

The Council agreed there was a need to address the shortage of field space and potential for increased demand as additional sports become popular. Ms. Kattreh explained the swap was intended to be a temporary solution until the City was able to resolve the field shortage issue. She indicated it would be ideal if a field could be added to Pamela Park as studies had clearly indicated it was a need. The Council indicated support for the swap option, need to plan for the future with a broader vision, and preference to build to projected need rather than existing requests. Discussion ensued relating to use of Fred Richards Golf Course as an amenity (but not as a site for a dome) and possible turfing of McCarthy (school property), since it would be able to sustain three times more usage than a grass field, would fit the "do Town" initiative, and support youth activities.

Ms. Kattreh stated the action requested by the Park Board was to further study the Braemar athletic sites by consultants used in the first two phases to determine the kind of dome, cost, and financial feasibility, (create a business model) conditioned on resolving the need for expanded playing fields. The Council supported a parallel track to also study needed hours, projected hours, and potential solutions to field shortages. **Member Swenson made a motion, seconded by Member Sprague, receiving the Sports Dome recommendation conditioned upon studying the issue of expanded playing fields and financing for those expanded playing fields.**

Ayes: Bennett, Sprague, Swenson, Hovland
Motion carried.

VIII.B. SKETCH PLAN REVIEWED – 5109-5125 WEST 49TH STREET

Community Development Director Presentation

Mr. Teague presented a map of the subject site and the Sketch Plan request to redevelop three lots at 5109-5125 West 49th Street. The proponent proposed to tear down the existing two apartments and single-family home and build an 18-unit attached housing development. The subject properties were 1.28 acres in size so the proposed density of the project would be 14 units per acre. The Comprehensive Plan guides these properties as low density residential (1-5 units per acre) and indicates over 12 units per acre as high density and between 5-12 units per acre as medium density. Mr. Teague advised that on October 24, 2012, the Planning Commission considered the Sketch Plan proposal and determined it generally believed that a medium-density residential designation was more appropriate for the site than high-density residential. At the time of the Planning Commission's review, the vacated right-of-way adjacent to the site was not used in the density calculations. However, using that acreage, the site area would be 1.43 acres and the density would be 12.57 units per acre.

Proponent Presentation

Daniel Hunt, 6516 Interlachen Boulevard, President of Hunt Associates, stated they previously came forward with two other larger proposals that were abandoned due to finding no common ground with the neighbors and receiving negative comments from the Planning Commission and City Council. Mr. Hunt stated the residential for sale market had dramatically improved, which was the genesis of this plan, a significant improvement on the existing buildings, answered opposition received relating to height of the building, traffic generation, and sunlight impact to the north. He noted some revisions had been made to the plan since Planning Commission consideration. In addition, as reported by Director Teague, they had approached the Canadian Pacific Railroad, owner of a 175-foot strip of property to the west and learned it

A50

needed only a 100-foot strip and was open to selling a portion, which would lower the density of this project to fewer than 13 units per acre.

Chris Palkowitsch, architect with the BKV Group, presented a revised Site Plan, noting it better fit the project into the neighborhood by reducing the scale to smaller-sized townhomes and continuing a wider bicycle trail/pedestrian pathway in compliance with the Comprehensive Plan and Grandview Plan. Mr. Palkowsitsch indicated the project would include two types of townhomes: Type A abutting Vernon Avenue would be 2-story units above grade; and, Type B along 49th Street were 2½-story units and slightly recessed to grade. The project would comprise a total of 18 units with garages slightly set back to allow for guest parking (38 visitor stalls in total). Mr. Palkowsitsch presented elevations depicting project views, noting the base of the ridgeline would fit the residential homes on the north side. Exterior treatments would incorporate gables, dormers, and brick subject to additional study on materials within the neighborhood and market.

The Council discussed the Site Plan and asked questions of the proponents. Mr. Palkowsitsch explained that a height of 2.5-stories would provide for the underground parking and enough living space. The current zoning allowed for 35 feet at the ridgeline or 2.5 stories, whichever was less. The Type A units facing Vernon Avenue were 25 feet high but with the first level tucked under ground on the rear side to accommodate the 23-foot grade change in topography. Mr. Palkowsitsch indicated exploration remained on water gardens, cisterns, and/or rain barrel collection.

Mr. Palkowsitsch indicated the requested density allowed offset of major site costs related to topography and drainage. Mr. Hunt explained they had done little work on the architecture of the site, but all units would have large front porches and back decks, providing adequate programmed space. He pointed out this site was very unique with single-family homes to one side and non-residential uses on the Vernon Avenue side, requiring two faces. Mr. Hunt suggested that too much of a standard residential appearance would be out of place on the busy street and it would need more substance (architectural features) to hold its place. It was noted the eight larger units had a main floor master suite while the other units contained upper level bedrooms, allowing attraction of a different market.

Following discussion, the Council indicated that townhomes provide a needed lifecycle choice and including .15 acres from the railroad would be of benefit. It supported the proposed pathway, the attempt to engage Vernon Avenue, and found that creating housing along with commercial was intriguing. However, the Council indicated that 18 units created too high of a density for this site. Members Sprague and Swenson and Mayor Hovland stated a willingness to entertain a medium-density range to gain economic viability. Member Bennett stated her rationale to prefer a low-density range of 10-12 units, as guided by the Comprehensive Plan, to allow creation of a buffer space/transition between the single family homes across the street and this project, less impact on neighborhood streets, and improved quality of life. The Council found that additional green space and a common amenity would enhance the project.

VIII.C. RESOLUTION NO. 2012-146 ADOPTED – ACCEPTING VARIOUS DONATIONS

Mayor Hovland explained that in order to comply with State Statutes; all donations to the City must be adopted by Resolution and approved by four favorable votes of the Council accepting the donations. **Member Swenson introduced and moved adoption of Resolution No. 2012-146 accepting various donations.** Member Bennett seconded the motion.

Rollcall:
Ayes: Bennett, Sprague, Swenson, Hovland
Motion carried.

VIII.D. ORDINANCE NO. 2012-19 – AMENDING CHAPTER 14 OF EDINA CODE CONCERNING BICYCLE LANES – ADOPTED

March 28
P.C.

VIII. REPORTS AND RECOMMENDATIONS

A. Sketch Plan Review for Senior Housing – 5109-5125 West 49th Street for Hunt Associates

Planner Presentation

Planner Teague reported that the Planning Commission is being asked to consider a sketch plan proposal to redevelop three lots at 5109-5125 49th Street West. The applicant is proposing to tear down the existing two apartment buildings and single-family home and build a new six story, sixty foot tall, 98-unit senior housing building.

Teague pointed out the existing properties are zoned PRD-2, Planned Residential District which allow residential buildings containing six of fewer units. Teague said should the City decide to rezone these sites to PUD, the proposed setbacks, height of the building and number of parking stalls would become the standards for the site.

Continuing, Teague said a traffic study would need to be completed to determine impacts on adjacent roadways. Concern was expressed from residents in regard to congestion that would be created at the intersection of Brookside Avenue and Interlachen Boulevard.

Concluding, Teague stated which the proposal would be an improvement over the existing buildings on the site, staff is not sure that the proposal would rise to the level of meeting the purpose and intent of a PUD. The proposal far exceeds allowed densities. Seven variances would also be required under traditional senior housing zoning.

Appearing for the Applicant

Daniel Hunt, Hunt and Associates, David Motzenbecker, BKV Group

Chair Grabiel explained that before the Commission this evening is a sketch plan review. Grabiel clarified that a sketch plan wasn't a public hearing. It's an opportunity for the developer to obtain feedback from the Planning Commission on their concept.

Discussion/Comments

Chair Grabiel told the Commission he seems to remember the Commission and Council approving a development concept in this area for townhomes, adding he doesn't remember the unit count. Planner Teague responded that Chair Grabiel was correct. The Council approved a 6-unit townhouse development; however, the townhouse development only included the R-1 lot and right-of-way.

Commissioner Forrest observed that ordinance stipulates a building height limit of 2-stories in the PRD-2 zoning district. Planner Teague agreed adding PRD-2 also contains a density cap of 6-units.

Applicant Presentation

Mr. Hunt addressed the Commission and said he believes the proposed use of the site as senior housing is good. Continuing, Hunt explained in Edina there is demand for senior housing. Edina residents want to be able to remain in their community when it comes time for them to sell their home. This proposal gives them that option. Hunt introduced David Motzenbecker to speak more on the proposal.

Mr. Motzenbecker told the Commission that in his opinion this is a key piece and an excellent location for a senior building. Continuing, Motzenbecker said that the project will entail tearing down the existing two apartments and single-family home to construct a new 98-unit, 6 story structure and rezoning the site to PUD incorporating the requirements of the City's PSR-4 zoning. The parcel is located adjacent to the Vernon Avenue exit ramp and West 49th Street. Motzenbecker said in his opinion the proposed building would bookend with Grandview. With graphics Motzenbecker pointed out design elements and the goal of incorporating this site into the greater Grandview area. Motzenbecker also noted the goal of the ETC was to establish a comprehensive living streets policy that integrated all modes of transportation. Motzenbecker said he believes this project is a step in the right direction in implementing that goal. Concluding, Motzenbecker said they looked to the Grandview small area development plan and incorporated its key principles into their site. One principle was key; turning perceivable barriers into opportunities. In this respect the natural topography actually became an asset.

Discussion/Comments

Chair Grabiel said in his opinion this may be a very difficult area to "get out of" including getting onto Interlachen Boulevard. Mr. Motzenbecker acknowledged that and informed the Commission a traffic study needs to be completed to ensure traffic is handled appropriately. Continuing, Motzenbecker said they also anticipate improving the sidewalks and boulevard along Vernon. Chair Grabiel noted their reference to senior housing and asked exactly what type of senior housing this would be. Motzenbecker said that the population served would be able bodied seniors 62+. Chair Grabiel asked if the units would be market rate or something else. Motzenbecker responded that the units would be market rate and be around $2,000 per month depending on unit size.

Commissioner Staunton said he has a concern with the request as it relates to zoning/PUD/PSR-4. Staunton said to him it appears to be an excuse to get around

code. Mr. Motzenbecker said their intent was to create the best development possible and tie into the Grandview small area plan by bringing connection to the Grandview area. Vernon Avenue would also be enhanced through landscaping and walkways along with boulevard enhancement. Aligning the project with the PSR-4 zoning district provides the opportunity for the project to implement bonuses.

Commissioner Fischer said he has a difficult time justifying a building of this size and density in a small residential neighborhood. Mr. Motzenbecker said their intent was to set the building as far back from the street (49th Street) as possible and add amenities to the front of the building. Motzenbecker said the building would be 200' from the nearest residents across 49th. Concluding, Motzenbecker said they took advantage of the topography when designing the building pointing out that the topography absorbs the building height.

Commissioner Carpenter said in his opinion the building is too large. Carpenter asked the developers how parking was handled; not only parking for residents of the building but for guests. Mr. Motzenbecker said the building was designed with 132 enclosed parking spaces those spaces include spaces for visitor parking. Carpenter questioned if that would really work.

Commissioner Staunton stated in his opinion this plan is very aggressive and causes him concern. Staunton said he likes the attention paid to Vernon Avenue; however the unit count is way too high; more attention needs to be paid to the north side and traffic is a major concern. Staunton noted the one-way in and out scenario is difficult at best.

Commissioner Platteter agreed and questioned site circulation, traffic circulation on West 49th St, site drop-off, metro mobility, deliveries and visitor parking. Platteter said that he doesn't think the drop-off area as sketched would work. There's just too much going on with this building.

Commissioner Forrest added she was also concerned with the circulation on the site and on 49th St. This proposal will certainly add additional traffic into the area pointing out it's a one way in and out. Continuing, Forrest also said in her opinion the building is too tall, the site is too tight (especially on the east), and it's just too much. Concluding, Forrest said the Commission also has to keep in mind housing trends change over time, adding it may be a senior building today but maybe not in the future.

Commissioner Schroeder said the site intrigues him with the question of how you transition from Vernon into the residential neighborhood while maintaining the residential character. Schroeder said in his opinion this isn't a very friendly project. He added the building needs to relate better to the R-1 neighborhood. Concluding, Schroeder said the building at least at the residential level on 49th St. needs to be scaled back.

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Commissioner Staunton agreed with Schroeder's comments pointing out the proposal increases the density 10-fold. It's just too much. Concluding, Staunton said that he's also not sure if this is consistent with the GrandView Framework. The building is way out of scale.

Mr. Motzenbecker asked the Commission if they could provide some guidance on the number of units they would be comfortable with.

Commissioner Staunton said traffic is another large issue. He said the one way in and out nature of this neighborhood along with the RR tracks is key in redeveloping this site and achieving the correct unit count. Staunton concluded that he doesn't know the "right" unit number.

Commissioner Potts suggested that the applicant take another look and respond more to the topography and to the residential neighborhood. Potts asked if their intent was to build the building and sell it or would they continue to manage the property. Mr. Hunt responded they would build and manage the property.

Commissioner Fischer asked the applicants if they spoke with their neighbors. Mr. Motzenbecker responded they had, adding around 15-20 neighbors came to a neighborhood meeting. Motzenbecker said they received both positive and negative feedback.

Commissioner Forrest indicated the proposed use is fine with her, reiterating her concern is massing and traffic. Forrest said in her opinion this project isn't the right "transition" into the neighborhood. Concluding, Commissioner Forrest said that in her opinion 20 units at 2 ½ stories may be the right transition. As presented it's just too large.

Chair Grabiel said he agrees with all comments thus far adding his concern is that the building is just too large and the transition into the R-1 neighborhood just isn't there. Grabiel said he doesn't want to give false encouragement, adding he believes the use is right; however this is just way to large.

Mr. Motzenbecker said he understands the Commissions comments indicating they want to see a smaller building. He asked the Commission if they could provide him with a unit range.

Commissioner Schroeder commented that he understands the applicant is looking for a number; however, that can't be provided. Schroeder said he wants to see a creative solution that is sensitive to the neighborhood. Concluding Schroeder said there are other options out there.

Commissioner Carpenter suggested considering other areas, adding this may not be the right site.

Chair Grabiel thanked the applicants for their presentation adding the Commission would be receptive to them bringing forward another sketch plan for review.

Public Comment

David Valentine, 5021 Hankerson, told the Commission he doesn't think a building of this size belongs in a residential neighborhood. Valentine said he has no objection that it's a senior building; however, the building is just too large with too many units.

B. Modification to the Redevelopment Plan for Southeast Edina Redevelopment Project Area and the TIF Plan for the Establishment of the Southdale 2 TIF District.

Planner Presentation

Planner Teague informed the Commission the City Council is considering the establishment of a new TIF District that would include Southdale and surrounding parcels.

Teague explained the purpose of creating the new TIF was to facilitate improvements to Southdale including the following renovations to common areas; new entrances, flooring, lighting, signage, restrooms, parking deck lighting, exterior seating, columns and interior treatments. Teague said at this time there are no proposed changes in use of the property with the proposed improvement project.

Teague told the Commission that at this time they are being asked to determine by resolution that the proposed improvement to the common areas are consistent with the Comprehensive Plan.

Commissioners asked Planner Teague to clarify their action.

Planner Teague explained the Commission is being asked to determine by resolution that the proposed use of TIF funds to improve common areas was consistent with the Comprehensive Plan.

Motion

Commissioner Fischer moved to adopt the resolution as outlined by City staff on page A1. Commissioner Platteter seconded the motion. All voted aye; motion carried 9-0.

B. Sketch Plan Review – BKV Group – 5109 and 5117 West 49th Street. Vernon Avenue Senior Housing

Planner Presentation

Planner Teague informed the Commission they are being asked to consider a sketch plan request to redevelop three lots at 5109-5125 West 49th Street. The applicant is proposing to tear down the existing two apartments and single family home on the site and building a new four story 44-foot tall, 60 unit senior housing building. The density of the project would be 43 units per acre.

Teague reminded the Commission the applicant had previously proposed a six story, sixty foot tall, 98-unit senior housing building that was considered by the Planning Commission on March 28, 2012.

Teague explained that the existing property is zoned PRD-2, Planned Residential District-2, which allows residential building containing six or fewer dwelling units. The existing apartments contain four and five units each. The applicant would be seeking a rezoning of the property to PUD, Planned Unit Development. The site is guided LDAR, Low Density Attached Residential (1-4 units per acre), therefore, a Comprehensive Plan Amendment to HDR, High Density Residential would be required.

The applicant is again requesting a Sketch Plan review to solicit comments from the Planning Commission and City Council. Opinions or comments provided to the applicant shall be considered advisory only, and shall not constitute a binding decision on the request.

Concluding Teague indicated that staff remains concerned with the proposed density of the proposed density of the proposal at 44 units per acre. While the maximum density of the PSR-4 District is 44 units per acre as requested, it is still at the high end of what the City of Edina has allowed for high density development in the past. Additionally, this site is adjacent to single-family residential homes to the north and east. The City's other high density residential sites in town are not located so close to single-family residential areas. They are generally located in the Southdale area.

Appearing for the Applicant

David Motzenbecker, BKV Group and Jim Hunt, Hunt and Associates, applicant

Chair Grabiel welcomed everyone present and explained that the process for Sketch Plan Review allows a developer to bring a development/redevelopment plan before the Planning Commission to solicit comments and opinions. A Sketch Plan Review is not an official application and is not a public hearing. It is a public meeting.

Applicant Presentation

Jim Hunt, addressed the Commission and said he was excited to be present this evening to share the significant changes made to the plan since the Commission last viewed it. Hunt introduced David Motzenbecker.

Mr. Motzenbecker told the Commission the unit count and building height has been decreased from 98-units to 60–units and from 6 to 4-stories. Continuing, Motzenbecker said the setback of the building from West 49th Street was increased to 82-feet. Motzenbecker told the Commission he would stand for comments/questions.

Comments from the Commission

Commissioner Potts said the massing along Vernon Avenue in his opinion is acceptable; however he has two points of concern as follows:

- Concerns with the R-1 residential properties directly adjacent and to the east of the subject site. How will this impact them.
- Traffic. Traffic and stacking is a major concern. There is only one way in and one way out of this neighborhood. Has a complete traffic study been done on the intersection at 49th St and Brookside and Brookside at Interlachen. Also, what about the RR tracks-they potentially poise a real stacking problem. Stacking at the most at the tracks would be 8-car lengths. This is an issue.

Mr. Motzenbecker agreed that with only one egress it will be challenging; however, they have to deal with what exists. Motzenbecker said he was open to any suggestions.

Commissioner Platteter agreed with Potts and added that his concern remains the same as before, internal circulation and drop off. Platteter said the site cannot function without a clearly designated drop off area. He pointed out as a senior facility there will be Metro Mobility drop offs, and the usual residential deliveries; not to mention medical deliveries, US mail and visitors. A lot will be going on in this area.

Chair Grabiel said the Commission supports redevelopment; but in this instance the topographical issues , proximity to RR tracks and the R-1 properties to north create difficulty for him to support the request as submitted. Grabiel said he can't see the benefit to the immediate neighbors nor the community as the result of this proposal.

Mr. Motzenbecker said that the site will be re-landscaped and everything possible will be done to retain the trees along Vernon Avenue and nestle this building into the

hill away from the R-1 properties. Motzenbecker said that in his opinion the introduction of more life-style housing to Edina is a benefit to its residents and improving the site is also a big plus. Continuing, Motzenbecker pointed out market analysis supports the theory when people can no longer live in their single family homes they want to find housing in the same area; even neighborhood when available.

Commissioner Fischer commented that this request also includes an amendment to the Comprehensive Plan which would be a policy decision; however, for this neighborhood amending the Comprehensive Plan from low-density residential to high-density residential is a big leap. Fischer acknowledged that the proposal can be viewed as an improvement; however, this neighborhood is single family with two low-density buildings, adding he doesn't believe this type of density compensates for the improvements to the site and additional housing options.

Commissioner Potts stated he feels certain aspects of the project can be readdressed, adding he believes the proposal presented this evening is better than the previous proposal; however he still can't get by the traffic. Potts said to him that's the largest hurdle. The one way in and out and adding more density is a big concern for him.

Commissioner Scherer said she just can't get past the density. She stated in her opinion this is too much and too close to residential R-1 properties, pointing out R-1 properties are directly north and east. Scherer concluded reiterating the density of this project is too much

Commissioner Forrest said she has a number of concerns with this project. Her issues are with density, drop-off and pickup, street parking possibilities, staffing and traffic. Forrest stated in her opinion the proposed building is uncomfortable to enter and exit, pointing out the proposal has access steps to Vernon Avenue that are steep; especially for seniors. Concluding, Forrest pointed out a rezoning to PSR-4 may "fit" the project better, adding whatever process they pick; as presented this one is just too much.

Mr. Hunt responded that the proposed building will not have 24-hour staff and if "manned" would only have day staff. He asked the Commission to note that the proposed building; although for seniors, is proposed for the active senior that lives independently.

Commissioner Staunton said he agrees with many of the comments from Commissioners and added he continues to believe what's proposed is too dense. Staunton stated if the plan were to proceed the density must be reduced significantly. The proposal as submitted is just too dense for this site. Continuing, Staunton said he may feel differently if the entrance to the building was off Vernon Avenue, but it isn't, and the 49th Street entrance/exit is limited to one-way in and out, adding the railroad tracks and the steep hill to gain access to Interlachen/Vernon leave little stacking room for vehicles. Concluding, Staunton said he can't support the project as

proposed. He said he could envision townhomes; maybe 10-12, but can't visualize an apartment building of this density in this spot.

Mr. Motzenbecker informed the Commission they did consider a rezoning to PSR-4, adding with bonuses there may be a comfortable unit count range the developer could proceed with. Motzenbecker said he would take "another look" at the site and the proposed density.

Chair Grabiel reiterated his concern is with the size of the building. Grabiel said the building in a sense is on the wrong side of the hill; less disruption to the neighborhood would occur if the topography was more in their favor. Chair Grabiel thanked the applicants for their plan and told them to take all Commission comments in good faith.

Mr. Motzenbecker and Mr. Hunt thanked the Commission for their interest and comments.

VIII. CORRESPONDENCE AND PETITIONS

Chair Grabiel acknowledged "back of packet" materials.

Commissioner Staunton apprised the Commission that he attended a meeting with City Staff on the idea of developing work plans for each board or commission. Staunton said he believes sometime between now and the fall when the Commission and City Council hold their annual work session the Commission and planning staff need to "get together" to discuss developing a "work plan" for the Commission.

Commissioner Fischer said he attended a transportation meeting that discussed the France Avenue corridor. The meeting touched on three key intersections and the consultants are looking at the early start of transforming France Avenue. Fischer said this corridor needs guidance and a vision. The France Avenue of the future will not look like the France Avenue of today. Fischer said it's not unrealistic to envision bikes along this corridor.

Chair Grabiel asked the Commission to refer to a Memo from Kris Aaker on a property located at 5427 Woodcrest. Grabiel said it appears the City Council had some concerns about rear yard access, fill and retaining walls.

Commissioner Staunton asked if the retaining wall in question was a permitted use. Planner Teague responded in the affirmative. Expanding on his comment Teague explained the City Council expressed concern over retaining walls, fill and access. Teague said the question is should we regulate access. Continuing, Teague explained that with regard to grading, fill, etc. that the City's engineering reviews all plans to ensure property drainage. Teague said full review is also required if a retaining wall

Traffic Impact Report for Vernon Avenue Townhomes

Edina, MN

Wenck File #3022-01

Prepared for:

CITY OF EDINA
EDINA FIFTY FIVE, LLC.

DRAFT

Prepared by:

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(763) 479-4200

February 4, 2013

Wenck

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Table of Contents

FIGURES

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1.0 Executive Summary

The purpose of this Traffic Impact Report is to evaluate the traffic impacts of the proposed Vernon Avenue Townhomes development located in Edina, MN. The project site is located on the south side of 49th Street east of Brookside Avenue.

Based on direction from City of Edina staff, this study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed development on the following intersections:

- Vernon Avenue/Interlachen Boulevard
- Interlachen Boulevard/Brookside Avenue
- Brookside Avenue/49th Street

Proposed Development Characteristics

The proposed project will involve the construction of 17 new townhomes. The existing single family house and 9 rental apartment units will be removed and replaced by the proposed townhomes. Access for the development will be via a single driveway on 49th Street, which will provide full movement access. The project is expected to be complete by the end of 2014.

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to generate 1 net trip during the weekday a.m. peak hour, 2 net trips during the weekday p.m. peak hour, and 29 net weekday daily trips.

- All of the analyzed intersections have adequate capacity with existing geometrics and control to accommodate the proposed development. No improvements are needed at these intersections to accommodate the proposed project.

- The maximum southbound vehicle queue lengths at the Vernon Avenue/Interlachen Boulevard intersection do not interfere with operations at the Interlachen Boulevard/Brookside Avenue intersection under 2015 Build conditions.

- The maximum westbound queue at the Interlachen Boulevard/Brookside Avenue intersection does not result in any operational issues.

- The proposed project is located in a neighborhood that has only one roadway access point to the surrounding street system. The neighborhood is bound by the creek on the north, T.H. 100 on the east, and Vernon Avenue on the south. In addition, railroad tracks are located immediately east of Brookside Avenue. A review of the entire neighborhood area did not reveal an obvious location for a secondary access. If a train was stopped on the tracks for an excessive amount of time, additional steps would be needed to access the neighborhood.

AC4

2.0 Purpose and Background

The purpose of this Traffic Impact Report is to evaluate the traffic impacts of the proposed Vernon Avenue Townhomes development located in Edina, MN. The project site is located on the south side of 49th Street east of Brookside Avenue. The project location is shown in **Figure 1**.

Based on direction from City of Edina staff, this study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed development on the following intersections:

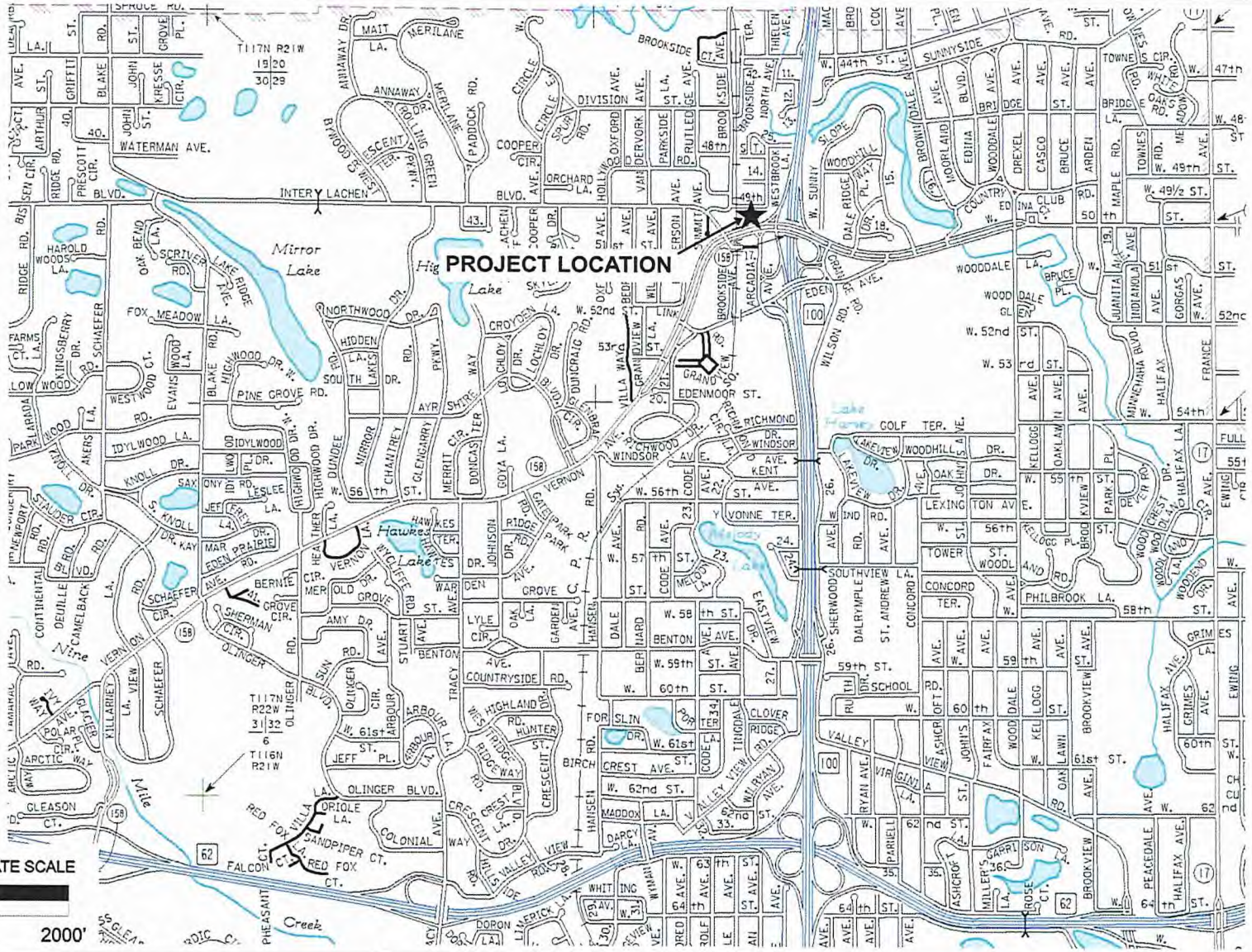
- Vernon Avenue/Interlachen Boulevard
- Interlachen Boulevard/Brookside Avenue
- Brookside Avenue/49th Street

Proposed Development Characteristics

The proposed project will involve the construction of 17 new townhomes. The existing single family house and 9 rental apartment units will be removed and replaced by the proposed townhomes.

Access for the development will be via a single driveway on 49th Street, which will provide full movement access. The current site plan is shown in **Figure 2**. The project is expected to be complete by the end of 2014.

A65



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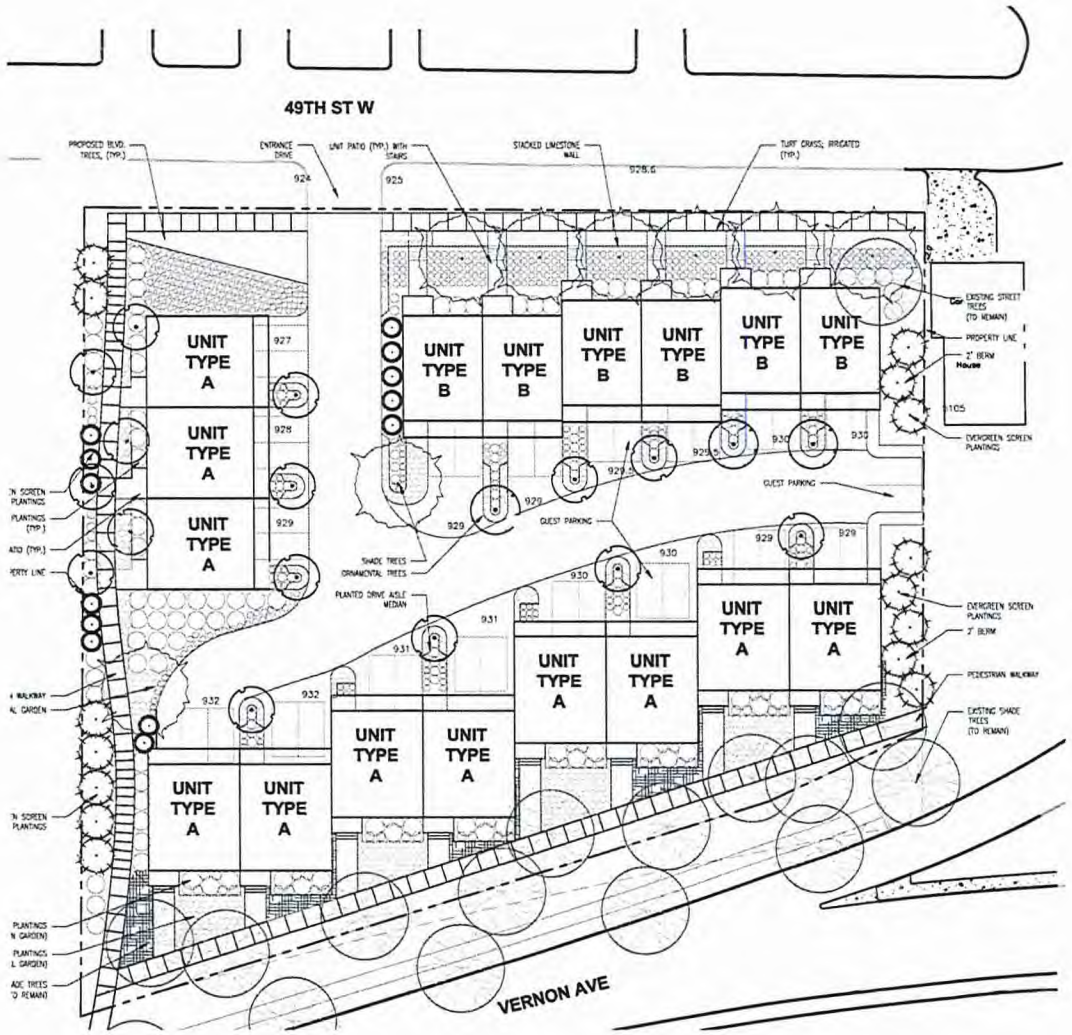
TRAFFIC IMPACT REPORT
FOR VERNON AVENUE TOWNHOMES
IN EDINA, MN

FIGURE 1

PROJECT LOCATION



APPROXIMATE SCALE

0 60'

N

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TRAFFIC IMPACT REPORT
FOR VERNON AVENUE TOWNHOMES
IN EDINA, MN

FIGURE 2

PRELIMINARY SITE PLAN

3.0 Existing Conditions

The proposed site currently consists of one single family home and nine rental apartments. The project site is bounded by existing single family homes to the east, 49th Street to the north, railroad tracks to the west, and Vernon Avenue to the south.

Near the site location, 49th Street is a two-lane undivided local roadway. Brookside Avenue is also a two-lane undivided roadway near the site location. Interlachen Boulevard is a two-lane undivided roadway with turn lanes at Brookside Avenue and Vernon Avenue. Vernon Avenue is a four-lane divided roadway with turn lanes at major intersections. Existing conditions at the proposed project location are shown in **Figure 3** and described below.

Vernon Avenue/Interlachen Boulevard

The signalized intersection provides one left turn/through lane and one through/right turn lane on the westbound approach. The eastbound approach consists of one left turn lane, one through lane, and one through/right turn lane. The northbound and southbound approaches consist of one left turn lane and one through/right turn lane. Striped crosswalks and pedestrian signal heads are present at this intersection.

Interlachen Boulevard/Brookside Avenue

The three-way intersection is controlled with a stop sign on the westbound Brookside Avenue approach. The southbound approach consists of one left/through lane. The northbound approach consists of one through lane and one right turn lane. The westbound approach consists of one shared left turn/right turn lane. A bike lane is present on the northbound approach.

Brookside Avenue/49th Street

This three-way intersection is controlled with a stop sign on the westbound approach. The westbound approach consists of one shared left turn/right turn lane. The northbound approach consists of one through/right turn lane. The southbound approach consists of one left turn/through lane.

Turn movement data for the intersections was collected during the weekday a.m. (7:00 - 9:00 a.m.) and p.m. (4:00 - 6:00 p.m.) peak periods in January 2013.

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TRAFFIC IMPACT REPORT
FOR VERNON AVENUE TOWNHOMES
IN EDINA, MN

FIGURE 3

EXISTING CONDITIONS

4.0 Traffic Forecasts

Traffic Forecast Scenarios

To adequately address the impacts of the proposed project, forecasts and analyses were completed for the year 2015. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2013 Existing*. Existing volumes were determined through traffic counts at the subject intersections. The existing volume information includes trips generated by the uses currently on the site.

- *2015 No-Build*. Existing volumes at the subject intersections were increased by 1.0 percent per year to determine 2015 No-Build volumes. The 1.0 percent per year growth rate was calculated based on both recent growth experienced near the site and projected growth in the area.

- *2015 Build*. Trips generated by the proposed development were added to the 2015 No-Build volumes to determine 2015 Build volumes. In addition, existing trips generated by the uses currently on the site were subtracted from the total volume.

Trip Generation

Weekday a.m. and p.m. peak hour trip generation for the existing and proposed developments were calculated based on data presented in the ninth edition of Trip Generation, published by the Institute of Transportation Engineers (ITE). The resultant trip generation estimates are shown in **Table 1**.

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Table 1
Net Trip Generation for Proposed Project

Use (land use code)	Size	Unit	Peak Hour Trips Generated			Daily Total
A.M. Peak Hour			**In**	**Out**	**Total**	
Proposed Project						
Residential Townhouse (230)	17	DU	1	6	7	99
Existing Uses Removed						
Single-Family Detached Housing (210)	1	DU	(0)	(1)	(1)	(10)
Apartment (220)	9	DU	(1)	(4)	(5)	(60)
Net Total Added by Project			**0**	**1**	**1**	**29**
P.M. Peak Hour						
Proposed Project						
Residential Townhouse (230)	17	DU	6	3	9	99
Existing Uses Removed						
Single-Family Detached Housing (210)	1	DU	(1)	(0)	(1)	(10)
Apartment (220)	9	DU	(4)	(2)	(6)	(60)
Net Total Added by Project			**1**	**1**	**2**	**29**

Notes: DU=dwelling unit

Table 1 shows the net number of trips generated by the proposed development including reductions for existing trips. As shown, the project adds 1 net trip during the a.m. peak hour, 2 net trips during the p.m. peak hour, and 29 net trips daily.

Trip Distribution Percentages

Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.

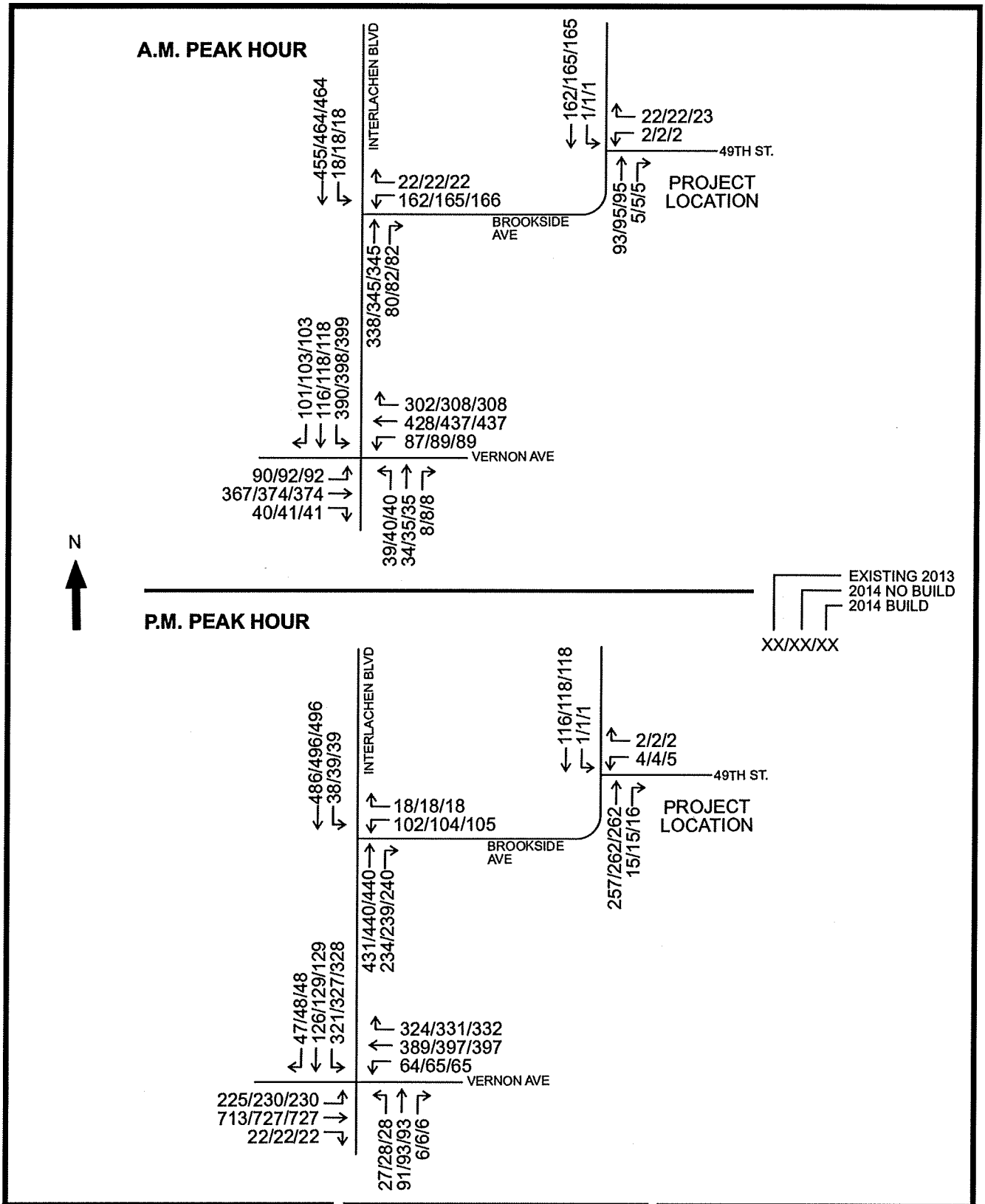
The distribution percentages for trips generated by the proposed development are as follows:

- 60 percent to/from the east on Vernon Avenue
- 10 percent to/from the north on Brookside Avenue
- 10 percent to/from the west on Interlachen Boulevard
- 10 percent to/from the west on Vernon Avenue
- 10 percent to/from the south on Interlachen Boulevard

Traffic Volumes

Development trips were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours. The resultant traffic volumes are presented in **Figure 4.**

A71



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TRAFFIC IMPACT REPORT FOR VERNON AVENUE TOWNHOMES IN EDINA, MN

FIGURE 4

WEEKDAY A.M. AND P.M. PEAK HOUR TRAFFIC VOLUMES

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5.0 Traffic Analysis

Intersection Level of Service Analysis

Traffic analyses were completed for the subject intersections for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro software. Initial analysis was completed using existing geometrics, control, and signal timing.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. The following is a detailed description of the conditions described by each LOS designation:

- Level of service A corresponds to a free flow condition with motorists virtually unaffected by the intersection control mechanism. For a signalized or an unsignalized intersection, the average delay per vehicle would be approximately 10 seconds or less.

- Level of service B represents stable flow with a high degree of freedom, but with some influence from the intersection control device and the traffic volumes. For a signalized intersection, the average delay ranges from 10 to 20 seconds. An unsignalized intersection would have delays ranging from 10 to 15 seconds for this level.

- Level of service C depicts a restricted flow which remains stable, but with significant influence from the intersection control device and the traffic volumes. The general level of comfort and convenience changes noticeably at this level. The delay ranges from 20 to 35 seconds for a signalized intersection and from 15 to 25 seconds for an unsignalized intersection at this level.

- Level of service D corresponds to high-density flow in which speed and freedom are significantly restricted. Though traffic flow remains stable, reductions in comfort and convenience are experienced. The control delay for this level is 35 to 55 seconds for a signalized intersection and 25 to 35 seconds for an unsignalized intersection.

- Level of service E represents unstable flow of traffic at or near the capacity of the intersection with poor levels of comfort and convenience. The delay ranges from 55 to 80 seconds for a signalized intersection and from 35 to 50 seconds for an unsignalized intersection at this level.

- Level of service F represents forced flow in which the volume of traffic approaching the intersection exceeds the volume that can be served. Characteristics often experienced include long queues, stop-and-go waves, poor travel times, low comfort and convenience,

and increased accident exposure. Delays over 80 seconds for a signalized intersection and over 50 seconds for an unsignalized intersection correspond to this level of service.

The LOS results for the study intersections are presented in **Figure 5** and discussed below.

Vernon Avenue/Interlachen Boulevard (signalized) - During the a.m. peak hour under existing conditions, all movements except the eastbound left turn operate at LOS D or better. The eastbound left turn movement operates at LOS E. Under the 2015 No-Build and 2015 Build conditions, all movements except the eastbound and southbound left turns operate at LOS D or better. The eastbound and southbound left turn movements operate at LOS E. The overall intersection operates at LOS C for all scenarios.

During the p.m. peak hour under existing, 2015 No-Build, and 2015 Build conditions, all movements except the eastbound and southbound left turns operate at LOS D or better. The eastbound and southbound left turns operate at LOS E under all three conditions. The overall intersection operates at LOS C under all scenarios.

The traffic generated by the proposed development has minimal impact on the intersection operations and does not change the level of service of any movement. No improvements are needed at this intersection to accommodate the proposed project.

Interlachen Boulevard/Brookside Avenue (westbound stop controlled) - During the a.m. and p.m. peak hours under existing, 2015 No-Build, and 2015 Build conditions, all movements operate at LOS D or better.

The traffic generated by the proposed development has minimal impact on the intersection operations and does not change the level of service of any movement. No improvements are needed at this intersection to accommodate the proposed project.

Brookside Avenue/49th Street (westbound stop controlled) - During the a.m. and p.m. peak hours under existing, 2015 No-Build, and 2015 Build conditions, all movements operate at LOS B or better.

The traffic generated by the proposed development has minimal impact on the intersection operations and does not change the level of service of any movement. No improvements are needed at this intersection to accommodate the proposed project.

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Vehicle Queue Length Impacts

Vehicle queue lengths were reviewed to determine if any intersection blocking issues are expected. The expected maximum and average queues were determined with the SimTraffic software. By definition, the maximum queue occurs once during the one hour simulation time period. The average queue is the average of all the queue lengths during the simulation time period and therefore happens more frequently.

The southbound left turn and through/right turn queues at the Vernon Avenue/Interlachen Boulevard intersection were reviewed to determine if they impact operations at the Interlachen Boulevard/Brookside Avenue intersection. Under existing conditions, there is approximately 370 feet of available queuing space on Interlachen Boulevard between Vernon Avenue and Brookside Avenue. Under the 2015 Build condition during the a.m. peak hour, the maximum southbound queue is 356 feet and the average queue is 213 feet. Under the 2015 Build condition during the p.m. peak hour, the maximum southbound queue is 362 feet and the average queue is 203 feet. The maximum queue length is shorter than the available 370 feet and therefore does not block the intersection.

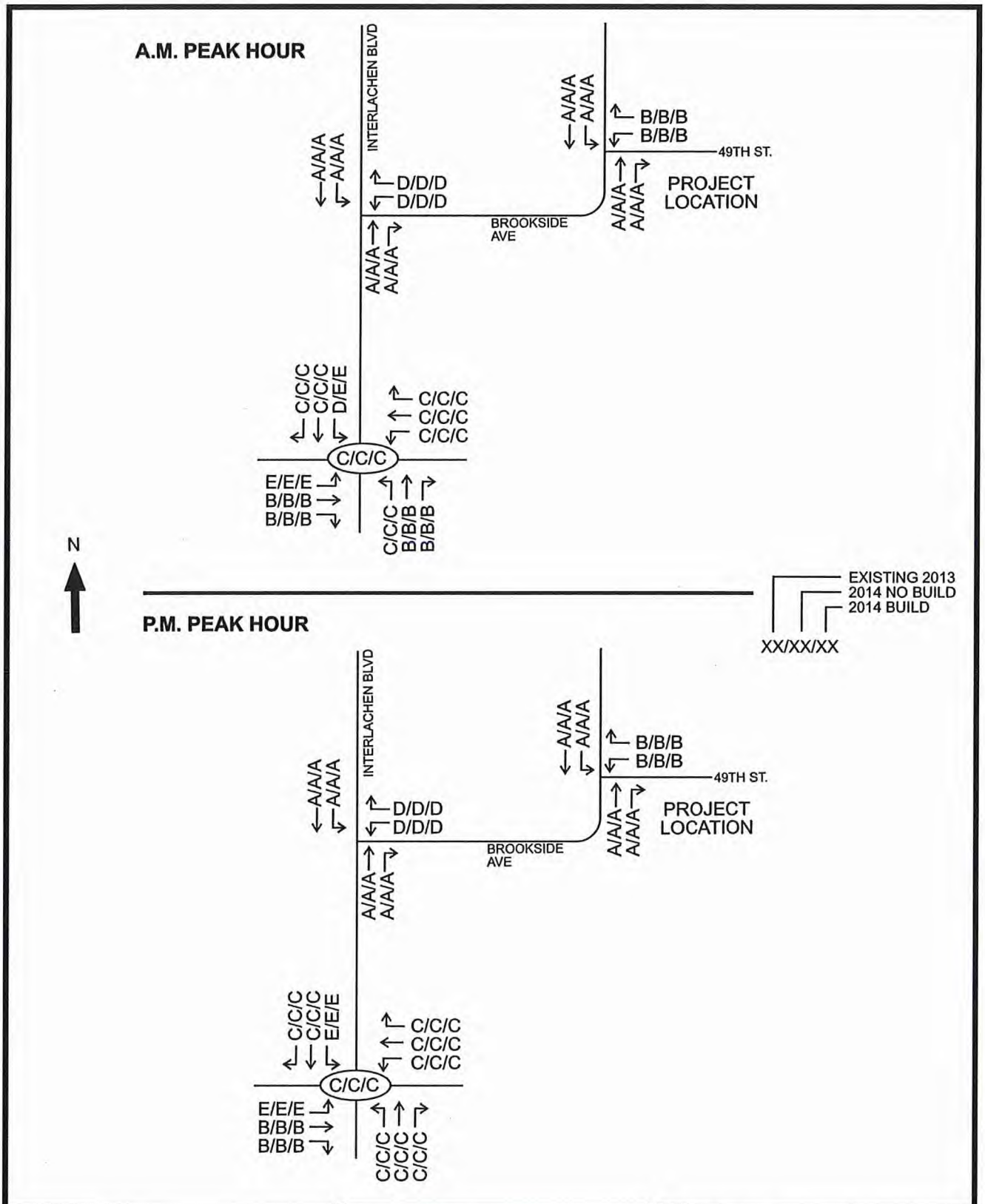
The forecasted southbound queue lengths are similar to those witnessed in the field during data collection. Even though the southbound queue came close to the Interlachen Boulevard/Brookside Avenue intersection, operations at the intersection were not greatly impacted. In addition, the southbound queues were able to clear onto Vernon Avenue during every signal cycle, which minimized the overall delays.

The westbound queue at the Interlachen Boulevard/Brookside Avenue intersection was also reviewed. Under the 2015 Build condition during the a.m. peak hour, the maximum westbound queue is 212 feet and the average queue is 79 feet. Under the 2015 Build condition during the p.m. peak hour, the maximum westbound queue is 197 feet and the average queue is 79 feet. Once again, these queue lengths are similar to those witnessed during the data collection. The queues at this intersection did not result in any operational issues.

Railroad Crossing Impacts

The proposed project is located in a neighborhood that has only one roadway access point to the surrounding street system. All vehicle traffic for this neighborhood must enter and exit via 49th Street at Brookside Avenue. The neighborhood is bound by the creek on the north, T.H. 100 on the east, and Vernon Avenue on the south. In addition, railroad tracks are located immediately east of Brookside Avenue. Therefore, when a train is traveling through the area, all vehicle accessing the neighborhood must wait for the train to pass. A review of the entire neighborhood area did not reveal an obvious location for a secondary access. If a train was stopped on the tracks for an excessive amount of time, additional steps would be needed to access the neighborhood.

A75



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FOR VERNON AVENUE
TOWNHOMES IN EDINA, MN

FIGURE 5

WEEKDAY A.M. AND P.M. PEAK HOUR LEVEL OF SERVICE RESULTS

6.0 Conclusions and Recommendations

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to generate 1 net trip during the weekday a.m. peak hour, 2 net trips during the weekday p.m. peak hour, and 29 net weekday daily trips.

- All of the analyzed intersections have adequate capacity with existing geometrics and control to accommodate the proposed development. No improvements are needed at these intersections to accommodate the proposed project.

- The maximum southbound vehicle queue lengths at the Vernon Avenue/Interlachen Boulevard intersection do not interfere with operations at the Interlachen Boulevard/Brookside Avenue intersection under 2015 Build conditions.

- The maximum westbound queue at the Interlachen Boulevard/Brookside Avenue intersection does not result in any operational issues.

- The proposed project is located in a neighborhood that has only one roadway access point to the surrounding street system. The neighborhood is bound by the creek on the north, T.H. 100 on the east, and Vernon Avenue on the south. In addition, railroad tracks are located immediately east of Brookside Avenue. A review of the entire neighborhood area did not reveal an obvious location for a secondary access. If a train was stopped on the tracks for an excessive amount of time, additional steps would be needed to access the neighborhood.

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7.0 Appendix

- Level of Service Worksheets

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	90	367	40	87	428	302	39	34	8	390	116	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3486	0	0	3328	0	1770	1809	0	1770	1732	0
Flt Permitted	0.950				0.826		0.532			0.727		
Satd. Flow (perm)	1770	3486	0	0	2763	0	991	1809	0	1354	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			130			9			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	442	0	0	888	0	42	46	0	424	236	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	15.0	60.0		45.0	45.0		45.0	45.0		45.0	45.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	9.3	57.2			42.4		36.8	36.8		36.8	36.8	
Actuated g/C Ratio	0.09	0.54			0.40		0.35	0.35		0.35	0.35	
v/c Ratio	0.63	0.23			0.74		0.12	0.07		0.89	0.37	
Control Delay	64.4	12.9			27.9		22.8	18.3		54.8	21.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	64.4	12.9			27.9		22.8	18.3		54.8	21.1	
LOS	E	B			C		C	B		D	C	
Approach Delay		22.2			27.9			20.4			42.7	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	64	78			238		18	16		255	88	
Queue Length 95th (ft)	#132	110			322		43	40		#429	151	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	162	1907			1194		372	686		509	681	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.60	0.23			0.74		0.11	0.07		0.83	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 30.7 Intersection LOS: C
Intersection Capacity Utilization 81.6% ICU Level of Service D
Analysis Period (min) 15

AM

HCM Unsignalized Intersection Capacity Analysis
4: Interlachen Blvd & Brookside Ave

1/31/2013

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	162	22	18	455	338	80
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	176	24	20	495	367	87
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	901	367	454			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	901	367	454			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	42	96	98			
cM capacity (veh/h)	303	678	1106			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	200	514	367	87
Volume Left	176	20	0	0
Volume Right	24	0	0	87
cSH	325	1106	1700	1700
Volume to Capacity	0.62	0.02	0.22	0.05
Queue Length 95th (ft)	96	1	0	0
Control Delay (s)	32.4	0.5	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	32.4	0.5	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay	5.8		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	22	2	93	5	1	162
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	2	101	5	1	176
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	282	104			107	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	282	104			107	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	707	951			1484	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	26	107	177
Volume Left	24	0	1
Volume Right	2	5	0
cSH	723	1700	1484
Volume to Capacity	0.04	0.06	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.2	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	10.2	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	19.3%	ICU Level of Service	A
Analysis Period (min)	15		

A81

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	92	374	41	89	437	308	40	35	8	398	118	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3486	0	0	3328	0	1770	1809	0	1770	1732	0
Flt Permitted	0.950				0.823		0.529			0.726		
Satd. Flow (perm)	1770	3486	0	0	2753	0	985	1809	0	1352	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			130			9			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	452	0	0	907	0	43	47	0	433	240	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	15.0	60.0		45.0	45.0		45.0	45.0		45.0	45.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	9.3	56.7			41.9		37.3	37.3		37.3	37.3	
Actuated g/C Ratio	0.09	0.54			0.40		0.36	0.36		0.36	0.36	
v/c Ratio	0.64	0.24			0.77		0.12	0.07		0.90	0.37	
Control Delay	65.2	13.1			29.3		22.8	18.3		55.5	21.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	65.2	13.1			29.3		22.8	18.3		55.5	21.1	
LOS	E	B			C		C	B		E	C	
Approach Delay		22.5			29.3			20.4			43.2	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	66	81			247		19	16		263	90	
Queue Length 95th (ft)	#135	112			334		43	41		#443	154	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	162	1890			1176		370	686		508	681	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.62	0.24			0.77		0.12	0.07		0.85	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 31.5 Intersection LOS: C
Intersection Capacity Utilization 83.2% ICU Level of Service E
Analysis Period (min) 15

A82

HCM Unsignalized Intersection Capacity Analysis
4: Interlachen Blvd & Brookside Ave

1/31/2013

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	165	22	18	464	345	82
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	179	24	20	504	375	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	918	375	464			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	918	375	464			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	39	96	98			
cM capacity (veh/h)	296	671	1097			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	203	524	375	89
Volume Left	179	20	0	0
Volume Right	24	0	0	89
cSH	317	1097	1700	1700
Volume to Capacity	0.64	0.02	0.22	0.05
Queue Length 95th (ft)	104	1	0	0
Control Delay (s)	34.6	0.5	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	34.6	0.5	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	22	2	95	5	1	165
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	2	103	5	1	179
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	288	106			109	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288	106			109	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	702	948			1482	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	26	109	180
Volume Left	24	0	1
Volume Right	2	5	0
cSH	718	1700	1482
Volume to Capacity	0.04	0.06	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.2	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	10.2	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	19.5%	ICU Level of Service	A
Analysis Period (min)	15		

A84

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	92	374	41	89	437	308	40	35	8	399	118	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3486	0	0	3328	0	1770	1809	0	1770	1732	0
Flt Permitted	0.950				0.823		0.529			0.726		
Satd. Flow (perm)	1770	3486	0	0	2753	0	985	1809	0	1352	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			130			9			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	452	0	0	907	0	43	47	0	434	240	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	15.0	60.0		45.0	45.0		45.0	45.0		45.0	45.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	9.3	56.7			41.8		37.3	37.3		37.3	37.3	
Actuated g/C Ratio	0.09	0.54			0.40		0.36	0.36		0.36	0.36	
v/c Ratio	0.64	0.24			0.77		0.12	0.07		0.90	0.37	
Control Delay	65.2	13.1			29.4		22.8	18.3		55.7	21.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	65.2	13.1			29.4		22.8	18.3		55.7	21.1	
LOS	E	B			C		C	B		E	C	
Approach Delay		22.5			29.4			20.4			43.4	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	66	81			247		19	16		264	90	
Queue Length 95th (ft)	#135	112			334		43	41		#446	154	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	162	1888			1175		370	686		508	681	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.62	0.24			0.77		0.12	0.07		0.85	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 31.5 Intersection LOS: C
Intersection Capacity Utilization 83.2% ICU Level of Service E
Analysis Period (min) 15

A85

HCM Unsignalized Intersection Capacity Analysis
4: Interlachen Blvd & Brookside Ave

1/31/2013

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	166	22	18	464	345	82
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	180	24	20	504	375	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	918	375	464			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	918	375	464			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	39	96	98			
cM capacity (veh/h)	296	671	1097			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	204	524	375	89
Volume Left	180	20	0	0
Volume Right	24	0	0	89
cSH	317	1097	1700	1700
Volume to Capacity	0.65	0.02	0.22	0.05
Queue Length 95th (ft)	105	1	0	0
Control Delay (s)	34.9	0.5	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	34.9	0.5	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

A86

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	23	2	95	5	1	165
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	2	103	5	1	179
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	288	106			109	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288	106			109	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			100	
cM capacity (veh/h)	702	948			1482	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	27	109	180
Volume Left	25	0	1
Volume Right	2	5	0
cSH	717	1700	1482
Volume to Capacity	0.04	0.06	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.2	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	10.2	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	19.5%	ICU Level of Service	A
Analysis Period (min)	15		

A87

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	225	713	22	64	389	324	27	91	6	321	126	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3525	0	0	3303	0	1770	1846	0	1770	1788	0
Flt Permitted	0.950				0.800		0.585			0.691		
Satd. Flow (perm)	1770	3525	0	0	2653	0	1090	1846	0	1287	1788	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			189			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	774	0	0	817	0	28	102	0	338	182	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	24.0	66.0		42.0	42.0		39.0	39.0		39.0	39.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	17.3	62.9			40.1		31.1	31.1		31.1	31.1	
Actuated g/C Ratio	0.16	0.60			0.38		0.30	0.30		0.30	0.30	
v/c Ratio	0.81	0.37			0.72		0.09	0.19		0.89	0.34	
Control Delay	64.3	11.8			26.2		26.1	26.7		61.0	26.9	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	64.3	11.8			26.2		26.1	26.7		61.0	26.9	
LOS	E	B			C		C	C		E	C	
Approach Delay		24.1			26.2			26.6			49.1	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	153	138			201		13	48		209	82	
Queue Length 95th (ft)	#268	178			281		35	89		#363	141	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	311	2115			1131		347	591		410	583	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.76	0.37			0.72		0.08	0.17		0.82	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 81.6% ICU Level of Service D
Analysis Period (min) 15

A88

HCM Unsignalized Intersection Capacity Analysis
4: Interlachen Blvd & Brookside Ave

1/31/2013

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	102	18	38	486	431	234
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	109	19	40	517	459	249
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	1056	459	707			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1056	459	707			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	54	97	95			
cM capacity (veh/h)	238	602	891			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	128	557	459	249
Volume Left	109	40	0	0
Volume Right	19	0	0	249
cSH	262	891	1700	1700
Volume to Capacity	0.49	0.05	0.27	0.15
Queue Length 95th (ft)	62	4	0	0
Control Delay (s)	31.2	1.2	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	31.2	1.2	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

A81

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	4	2	257	15	1	116
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	2	306	18	1	138
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	455	315			324	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	455	315			324	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	562	726			1236	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	17	324	139
Volume Left	14	0	1
Volume Right	2	18	0
cSH	581	1700	1236
Volume to Capacity	0.03	0.19	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	11.4	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	11.4	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

A90

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	230	727	22	65	397	331	28	93	6	327	129	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3525	0	0	3303	0	1770	1846	0	1770	1786	0
Flt Permitted	0.950				0.797		0.578			0.690		
Satd. Flow (perm)	1770	3525	0	0	2643	0	1077	1846	0	1285	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			189			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	242	788	0	0	834	0	29	104	0	344	187	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	24.0	66.0		42.0	42.0		39.0	39.0		39.0	39.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	17.4	62.6			39.7		31.4	31.4		31.4	31.4	
Actuated g/C Ratio	0.17	0.60			0.38		0.30	0.30		0.30	0.30	
v/c Ratio	0.83	0.37			0.75		0.09	0.19		0.90	0.34	
Control Delay	65.3	12.0			27.4		26.2	26.6		61.9	27.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	65.3	12.0			27.4		26.2	26.6		61.9	27.0	
LOS	E	B			C		C	C		E	C	
Approach Delay		24.5			27.4			26.5			49.6	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	157	142			209		14	49		214	85	
Queue Length 95th (ft)	#277	182			292		36	90		#373	144	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	311	2103			1116		343	591		409	582	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.78	0.37			0.75		0.08	0.18		0.84	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 30.8 Intersection LOS: C
Intersection Capacity Utilization 82.8% ICU Level of Service E
Analysis Period (min) 15

A91

HCM Unsignalized Intersection Capacity Analysis
4: Interlachen Blvd & Brookside Ave

1/31/2013

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	104	18	39	496	440	239
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	111	19	41	528	468	254
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	1079	468	722			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1079	468	722			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	52	97	95			
cM capacity (veh/h)	230	595	880			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	130	569	468	254
Volume Left	111	41	0	0
Volume Right	19	0	0	254
cSH	253	880	1700	1700
Volume to Capacity	0.51	0.05	0.28	0.15
Queue Length 95th (ft)	67	4	0	0
Control Delay (s)	33.2	1.3	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	33.2	1.3	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

A92

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	4	2	262	15	1	118
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	2	312	18	1	140
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	464	321			330	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	464	321			330	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	556	720			1230	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	17	330	142
Volume Left	14	0	1
Volume Right	2	18	0
cSH	575	1700	1230
Volume to Capacity	0.03	0.19	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	11.5	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	11.5	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		

A93

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	230	727	22	65	397	332	28	93	6	328	129	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3525	0	0	3303	0	1770	1846	0	1770	1786	0
Flt Permitted	0.950				0.797		0.578			0.690		
Satd. Flow (perm)	1770	3525	0	0	2643	0	1077	1846	0	1285	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			189			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	242	788	0	0	835	0	29	104	0	345	187	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	24.0	66.0		42.0	42.0		39.0	39.0		39.0	39.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	17.4	62.6			39.6		31.4	31.4		31.4	31.4	
Actuated g/C Ratio	0.17	0.60			0.38		0.30	0.30		0.30	0.30	
v/c Ratio	0.83	0.37			0.75		0.09	0.19		0.90	0.34	
Control Delay	65.3	12.0			27.5		26.2	26.6		62.1	27.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	65.3	12.0			27.5		26.2	26.6		62.1	27.0	
LOS	E	B			C		C	C		E	C	
Approach Delay		24.5			27.5			26.5			49.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	157	142			210		14	49		215	85	
Queue Length 95th (ft)	#277	182			292		36	90		#375	144	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	311	2102			1115		343	591		409	582	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.78	0.37			0.75		0.08	0.18		0.84	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 30.9 Intersection LOS: C
Intersection Capacity Utilization 82.9% ICU Level of Service E
Analysis Period (min) 15

A94

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	105	18	39	496	440	240
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	112	19	41	528	468	255
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	1079	468	723			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1079	468	723			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	52	97	95			
cM capacity (veh/h)	230	595	879			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	131	569	468	255
Volume Left	112	41	0	0
Volume Right	19	0	0	255
cSH	253	879	1700	1700
Volume to Capacity	0.52	0.05	0.28	0.15
Queue Length 95th (ft)	68	4	0	0
Control Delay (s)	33.5	1.3	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	33.5	1.3	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

A95

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	5	2	262	16	1	118
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	18	2	312	19	1	140
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	464	321			331	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	464	321			331	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	556	719			1228	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	20	331	142
Volume Left	18	0	1
Volume Right	2	19	0
cSH	571	1700	1228
Volume to Capacity	0.04	0.19	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	11.5	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	11.5	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		

A96

CITY OF EDINA

MEMO

Engineering Department • Phone 952-826-0371
Fax 952-826-0392 • www.CityofEdina.com

Date: **March 7, 2013**

To: **Cary Teague – Community Development Director**

From: **Wayne Houle – Director of Engineering**

Re: **Vernon Townhomes**
Dated February 13, 2013

Engineering has reviewed the above stated proposed plan and offer the following comments:

- A Minnehaha Creek Watershed permit will be required, along with other agency permits such as Hennepin County Public Works, MNDH, MPCA, MCES.
- A developer's agreement might be required for the placement of the public water main and sanitary sewer and for any other public improvements.

Sheet 200:

- Remove all individual sewer and water services from the respective mains along 49th St W. Due to the extent of patching required the roadway will need to be repaved from curb to curb along the entire development.

Sheet 500:

- Provide all documentation that was required by Minnehaha Creek Watershed District permit, including the maintenance agreement for the Underground Chamber Storage System.
- Provide a looped watermain by extending the watermain along the easterly side of development to 49th St W.
- Add fire hydrant to westerly side of entry to development.
- Redesign sanitary sewer that exits the site to not have as steep of grade.
- Minimum size of sanitary sewer main should be 8-inches.
- Staff will require further internal discussion regarding if the water and sanitary sewer systems should be public or private.

Sheet L100:

- Show potential future roadway as shown in the Grandview plan.
- Address noise along Vernon Avenue and if development should also include noise mitigation, such as a noise wall, specialized windows, heating and cooling systems, etc.
- Maybe include more bio-retention areas to infiltrate the surface water. This could also be done with reuse of roof water, cisterns such as rain-barrels, etc.
- Use permeable pavers for the driveways.
- Where will the snow that is removed from the drive isle and driveways be stored?

Staff will require a more detail review of the Civil Plans if this project is approved by the City Council. Please contact me if you have any questions regarding this review.

G:\PW\ADMIN\COMM\EXTERNAL\GENERAL CORR BY STREETS\40 - 49 Streets\5125-5109 49th St W (Vernon Townhomes)\Vernon Townhomes\Staff Review\20130307 WH-Edina Review 5125-5109 49th St W.doc

Jackie Hoogenakker

From: Dan Kersten <dankersten@gmail.com>
Sent: Saturday, March 02, 2013 2:08 PM
To: Jackie Hoogenakker
Subject: re: 2013.005, Edina Fifty Five, LLC

My wife Michelle and I live at 4817 Rutledge.

We support the proposed rezoning and redevelopment. Sounds like it will be good for the neighborhood.

646-717-4584 (cell)
952-984-3107 (work)

Jackie Hoogenakker

From: dede skold <dedskold@gmail.com>
Sent: Thursday, March 07, 2013 12:51 PM
To: Jackie Hoogenakker
Subject: Comments for Planning Commission Rezoning

Dear Commissioners,

I am writing you concerning the proposed rezoning on W. 49th St. and Puckwana.
I am the last original member of this neighborhood.I have lived in my home since 1952.
I love my neighborhood and want to see it retain it"s charm and character.

I find that the plans that were sent to us March 1st are totally unacceptable. The front to W.49th street looks like a fortress. There are no trees, grass or a site line through the property.(We don't need a sidewalk along W. 49th but would greatly appreciate a walkway from 49th to Vernon.) We would lose two specimen maple trees and wonderful green space if this happens.The plan is far to dense to be welcoming. I think that the area could take on 12 units, max. I think that the present apartments could be reconfigured to have 1 and 2 story housing.Three story units could go along Puckwana and to the back of the lot along Vernon. The variety of elevations and landscaping would add interest and be welcoming to that space.

My second concern is the added traffic problem. We have seen an increase in both train and auto traffic at the only entrance/exit to our neighborhood.This will only get worse in the future.

Thank you for your time and the consideration that you will give this matter.

Sincerely,

Doris Skold
5101 Millpond Place
(922) 929-7163